SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

168

Effective Sunday, September 9, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

J. W. CORBETT, *General Manager.*	R. E. HALLAWELL, H. R. HUGHES, *Assistant General Managers.*	G. C. BAKER, *General Superintendent of Transportation.*	C. H. GRANT, *Superintendent of Transportation.*	M. L. JENNINGS, *Superintendent.*

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES 86, 87, and 93. First-class trains must clear the time of No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

No. 606 may run ahead of first-class trains from Reno.

No. 10 exchange mail by locker at following stations: Rocklin, Newcastle, Auburn, Nevada St., Bowman, New England Mills, Gold Run, Emigrant Gap, Soda Springs, Boca, Floriston, Verdi.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Penryn, Lincoln Ave...	115.5	..
Clipper Gap..........	131.4	..
New England Mills....	137.6	..
Magra................	148.5	..
Dutch Flat...........	154.1	..
Alta.................	156.0	..
American.............	159.6	..
Blue Canon...........	166.6	..
Smart................	173.3	..
Yuba Pass............	176.1	..
Soda Springs.........	190.6	..
Eder Crossover.......	197.7	..
Andover..............	200.6	..
Andover Crossover....	201.3	..
Boca.................	216.3	..
Wickes...............	221.5	..
Mystic...............	225.5	..
Calvada..............	228.5	..
Mogul................	235.8	..
Lawton...............	237.1	..

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
10	N.E. Mills, Dutch Flat, Soda Springs	Receive and Discharge		
10	Troy	Thursday		
10	Eder	Tuesday and Saturday		
10	Andover	Sunday and Tuesday		
22	Alta-Dutch Flat	Discharge Rev. Passengers		Sacramento
22	Soda Springs-N.E. Mills	Receive and Discharge		
14, 28	Any Station	Receive Rev. Passengers	Ogden	
88	Any Station	Receive Rev. Passengers	Sparks	
88	Auburn, Nevada St.	Discharge		Berkeley

Time Table No. 168

September 9, 1945

	SECOND CLASS		FIRST CLASS								
Capacity of sidings in car lengths		606 Mixed		28 San Francisco Overland Limited	14	102 Streamliner City of San Francisco	22 Pacific Limited	10 Passenger	88 Challenger	Distance from San Francisco	STATIONS
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily		
Roseville yard BKWO TYP				11.52PM	10.52PM	7.25PM	1.42PM	1.30AM	12.22AM	106.6	TO-R ROSEVILLE 3.2
Roseville yard P								s 1.40		110.6	ROCKLIN 8.8
Yard Limits E 85 WP				12.17AM	11.18	7.46	f 2.10	s 2.05	12.48	120.2	TO NEWCASTLE 4.4
E 76 WP				12.25	11.27	7.52	s 2.24	s 2.30	12.57	124.2	AUBURN, NEVADA ST. 4.9
E 98 P				12.33	11.36	7.59	2.34	2.39	1.06	129.1	BOWMAN 5.3
E 73 W				12.41	11.45PM	8.06	2.44	2.48	1.15	134.3	EAST APPLEGATE 6.9
Yd.Lmts. BK E 83 WYP				s 1.03	s 12.08AM	8.20	s 3.12	s 3.05 3.25	s 1.38	141.7	TO-R COLFAX 4.9
P								f 3.38		146.1 146.0	CAPE HORN 6.3
E 118 WOYP				1.30	12.35	8.42	3.38	s 3.54	2.05	152.2	TO GOLD RUN 4.8
WP								f 4.06		156.8	TOWLE 3.6
M 98 P				1.52	12.58	9.00	4.00	f 4.18	2.28	160.7	MIDAS 4.6
M 96 WP				2.02	1.08	9.09	4.10	4.28	2.38	164.8	KNAPP 4.8
Yard Limits M 99 WITP				2.24	1.30	9.22	f 4.30	f 4.50	3.00	171.8	TO EMIGRANT GAP 7.6
M 83 WP				2.40	1.46	9.35	4.46	f 5.07	3.16	177.9	CRYSTAL LAKE 2.4
WP							f 4.51	f 5.14		180.3	CISCO 5.2
M 65 WP				2.59	2.05	9.51	5.05	5.27	3.35	185.5	TROY 6.5
E 116 BKWITP				3.14	2.20	10.04	f 5.20	s 5.50	3.50	192.0	TO NORDEN 3.8
										195.8 197.2	EDER 5.5
WP				3.34	2.40	10.23	5.40	6.10	4.10	202.9	STANFORD 5.2
Yd.Lmts. BKW E 102 OYP				s 3.50	f 2.55	10.32	s 6.00	s 6.40	f 4.25	208.0	TO-R TRUCKEE 10.9
M 101 P				4.07	3.12	10.47	6.17	7.00	4.42	218.1	HINTON 3.8
P								f 7.10		222.4	FLORISTON 8.4
M 106 P				4.30	3.32	11.08	6.38	f 7.30	5.05	232.4	VERDI 11.9
Sparks yard P		7.25PM		s 5.05	s 4.05	s 11.30	s 7.15	s 8.20	s 5.40	242.9	RENO 2.4
		f 7.35					s 7.25	s 8.30	f 5.50	245.5	SPARKS (Psgr. Sta.) 0.7
Sparks yard BKWO TYP		s 7.40PM		s 5.20AM	s 4.20AM	s 11.40PM	s 7.30PM	s 8.35AM	s 5.55AM	246.2	TO-R SPARKS (Dsp. Off.)
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily		(138.2)
		(0.15) 13.20		(5.28) 25.28	(5.28) 25.28	(4.15) 32.58	(5.48) 24.11	(7.05) 19.76	(5.33) 24.90		Time over District Average Speed per Hour

Automatic Block System

Automatic Train Control

Automatic Block System

No. 2 Track

MOUNTAIN SUBDIVISION WESTWARD

Time Table No. 168
September 9, 1945

Capacity of sidings in car lengths			STATIONS	Distance from Sparks	FIRST CLASS 87 Challenger Arrive Daily	 101 Streamliner City of San Francisco Arrive ★See Note	 21 Pacific Limited Arrive Daily	 9 Fast Mail Arrive Daily	 27 San Francisco Overland Limited Arrive Daily	SECOND CLASS 605 Mixed Arrive Daily Ex. Sunday
Roseville yard BKWO TYP	Automatic Block System No. 1 Track	TO-R	ROSEVILLE 4.2	138.7	s 6.15 AM	6.40 AM	s 1.30 AM	s 2.38 AM	s 4.30 AM	
P			ROCKLIN 3.3	134.7	f 6.05		1.23	2.29	4.20	
W 126 P		TO	LOOMIS 2.9	131.4	f 5.57	6.31	s 1.13	2.25	4.10	
W 45 P			PENRYN 2.6	128.7	f 5.50		f 1.03		4.01	
Yard Limits W 65 WP		TO	NEWCASTLE 5.3	125.7	f 5.41	6.21	s 12.51	2.14	3.51	
W 135 WP		TO	AUBURN 3.9	120.8	s 5.30	6.11	s 12.40	2.04	3.40	
W 85 P			BOWMAN 14.0	116.9	f 5.18	6.04	12.24 AM	1.56	3.25	
Yd. Lmts. BK W 103 WYP		TO-R	COLFAX 4.2	103.2	s 4.45	5.39	s 11.50 PM	s 1.28	s 2.50	
P			CAPE HORN 6.6	98.9	4.28	5.30	11.31	1.15	2.29	
W 94 WOYP		TO	GOLD RUN 3.9	92.7	f 4.15	5.18	11.17	1.02	2.15	
WP			TOWLE 4.6	88.1	f 4.05					
M 98 P			MIDAS 4.0	84.2	f 3.56	5.03	10.54	12.45	1.49	
M 90 WP			KNAPP 4.8	80.1	3.47	4.55	10.45	12.37	1.40	
Yard Limits M 95 WITP	Automatic Train Control	TO	EMIGRANT GAP 4.8	74.1	f 3.35	4.45	f 10.30	12.25	1.26	
W 74 P			YUBA PASS 2.7	69.8	3.26	4.37	10.20	12.17	1.16	
M 80 WP			CRYSTAL LAKE 2.4	68.0	3.22	4.32	10.16	12.13 AM	1.11	
P			CISCO 5.9	65.6	f 3.17		f 10.11			
M 59 WP Summer 71			TROY 5.9	60.3	3.05	4.18	9.57	11.58 PM	12.53	
124 BKWITP		TO	NORDEN 4.6	53.8	s 2.50	4.07	f 9.40	11.45	12.35	
W 85 P			DONNER 1.3	49.8	2.35	3.57	9.27	11.35	12.20 AM	
			EDER 6.2	47.7						
WP			STANFORD 5.7	43.0						
Yd. Lmts. BK W 126 WOYP	Automatic Block System	TO-R	TRUCKEE 8.2	37.9	s 2.05	3.35	s 8.55	s 11.10	s 11.45 PM	
P			BOCA 3.4	29.7	f 1.40		8.31	10.52	11.14	
M 101 P			HINTON 3.7	27.9	1.36	3.20	8.27	10.48	11.10	
WP			FLORISTON 9.6	23.6	f 1.29					
M 106 P			VERDI 11.7	13.7	f 1.12	3.02	8.03	10.26	10.40	
Sparks yard P			RENO 2.5	3.3	s 12.55	s 2.46	s 7.45	s 10.10	s 10.20	s 8.25 PM
			SPARKS (Psgr. Sta.) 0.7	0.7	s 12.33		s 7.13			f 8.15
BKWO TYP		TO-R	SPARKS (Dsp. Off.)	0.0	12.30 AM	2.40 AM	7.10 PM	9.45 PM	9.55 PM	8.10 PM
			(138.7)		Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
			Time over District Average Speed per Hour		(5.45) 24.10	(4.00) 34.67	(6.20) 21.90	(4.53) 28.40	(6.35) 21.07	(0.15) 13.20

★No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st of each month.

RULES 86, 87, and 93. First-class trains must clear the time of No. 101 not less than 10 minutes and second-class, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

RULE 5. Schedule time and train orders apply as follows:

At Troy, at middle siding.

At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

No. 27 exchange mail by locker at Soda Springs, Emigrant Gap, Towle, Alta, Dutch Flat, Gold Run, New England Mills, West Applegate, Clipper Gap, Bowman, Auburn, Newcastle, Penryn, Loomis and Rocklin.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies; stop at Alta for express; and stop at Penryn daily except Sunday and Holidays to receive parcel post.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Lawton	237.1	..
Mogul	235.7	..
Calvada	228.5	..
Mystic	225.5	..
Wickes	221.9	..
Andover Crossover	201.3	..
Andover	200.6	..
Eder Crossover	197.7	..
Summit	193.0	..
Soda Springs	190.4	..
Smart	173.3	..
Blue Canon	165.5	..
American	160.0	..
Alta	156.0	..
Dutch Flat	154.1	..
Magra	148.5	..
New England Mills	137.6	..
West Applegate	134.4	..
Clipper Gap	131.6	..

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station except between Truckee and Soda Springs	Discharge Rev. Passengers		Sparks
21	Soda Springs, Alta, Dutch Flat, N. E. Mills			
87	Soda Springs, Blue Canon, Alta, Dutch Flat, N.E. Mills, West Applegate			
87	Any Station	Discharge		Sparks
27	Any Station	Receive Rev. Passengers	Sacramento	
27	Any Station	Discharge		Reno

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS				FIRST CLASS							Distance from San Francisco		Time Table No. 168 September 9, 1945		Distance from Roseville	FIRST CLASS					
	425 Freight	423 Freight	421 Freight	442 Mdse.	88 Challenger	28 San Francisco Overland Limited	14	102 Streamliner City of San Francisco	22 Pacific Limited	202 Passenger	10 Passenger			STATIONS			21 Pacific Limited	9 Fast Mail	27 San Francisco Overland Limited	87 Challenger	101 Streamliner City of San Francisco	201 Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily
Sacramento yard BKWO TIP				1.00AM	11.35PM	11.05PM	10.05PM	6.55PM	12.55PM	10.00AM	12.40AM	89.0 88.9	Automatic Block System	TO-R SACRAMENTO 0.9	Double Track	17.7	s 2.20AM	s 3.25AM	s 5.20AM	s 7.05AM	s 7.10AM	s 7.10PM
BKWOTP												89.8		TO-R SACRAMENTO (12th St.) 2.0		16.8						
M87 IYP	5.20PM	9.10AM	1.25AM		11.47	11.17	10.17	7.07	1.07	10.12	12.52	91.8		ELVAS 2.2		14.8	2.07	3.13	5.07	6.52	6.58	6.58
BKP					11.53PM	11.23	10.23	7.11	1.13	10.18	12.58	94.9		BENALI 8.8		11.7	2.01	3.07	5.01	6.46	6.54	6.50
Roseville yard BKP					12.01AM	11.31	10.31	7.18	1.21	10.26	1.06	102.8		TO-R ANTELOPE 3.8		3.8	1.52	2.59	4.52	6.37	6.48	6.40
BKWO TYP	5.50PM	9.40AM	1.55AM	1.40AM	s 12.10AM	s 11.40PM	s 10.40PM	7.25PM	s 1.30PM	s 10.35AM	s 1.15AM	106.6		TO-R ROSEVILLE		0.0	1.42AM	2.50AM	4.42AM	6.27AM	6.40AM	6.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily			(17.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily
	(0.30) 29.60	(0.30) 29.60	(0.30) 29.60	(0.40) 26.55	(0.35) 30.34	(0.35) 30.34	(0.35) 30.34	(0.30) 35.40	(0.35) 30.34	(0.35) 30.34	(0.35) 30.34			Time over District Average Speed per Hour			(0.38) 27.95	(0.35) 30.34	(0.38) 27.95	(0.38) 27.95	(0.30) 35.40	(0.40) 26.55

★Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES 86, 87 and 93. Third-class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes, except where Rule D-251 applies.

★No. 101 leave and arrive 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th and 31st.

No. 201 stop on flag at Swanston.

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD-CLASS	Distance from San Francisco		Time Table No. 168 September 9, 1945 Placerville Branch	Distance from Placerville	THIRD-CLASS
	518 Local Freight					519 Local Freight
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Monday
Sacto. yard 128 WIP	5.50AM	94.7	R	BRIGHTON E. 1.2 — W. 1.5	54.0	11.50AM
23	5.55	95.9		PERKINS E. 3.0 — W. 2.8	52.8	11.40
9	6.05	98.9		MAYHEW E. 2.7 — W. 2.7	49.8	11.25
23 Y	6.20	101.6		MILLS E. 2.7 — W. 2.9	47.1	11.15
28 P	6.50	104.4	R	CITRUS E. 6.1 — W. 3.7	44.3	11.00
9	7.33	110.1		NATOMA E. 0.7 — W. 0.5	38.6	10.00
Yard Limits Y	8.40	111.1	R	FOLSOM JCT. E. 6.8 — W. 6.9	37.6	9.55
6	**9.10**	118.0		WHITE ROCK E. 8.1 — W. 8.2	30.7	**9.10**
11 W	9.50AM	126.1		LATROBE E. 16.5 — W. 16.7	22.6	8.35
25	12.01PM	142.7		EL DORADO E. 2.3 — W. 2.2	6.0	7.20
18 P	12.30	145.0	TO	DIAMOND SPRINGS E. 3.8 — W. 3.6	3.7	7.00
Yard Limits BKWTP	1.00PM	148.7	TO-R	PLACERVILLE	0.0	6.30AM
	Arrive Daily Ex. Sunday			(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53			Time over District Average Speed per Hour		(5.20) 10.12

SACRAMENTO SUBDIVISION

OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

INBOUND, VIA ELVAS FROM BRIGHTON (see note)

Capacity of sidings in car lengths	THIRD CLASS	FIRST CLASS		Mile Post Location		Time Table No. 168 September 9, 1945		Distance from Brighton	FIRST CLASS		THIRD CLASS			
	518 Local Freight	60 West Coast	262 Passenger						59 West Coast	261 Passenger	421 Freight	423 Freight	425 Freight	519 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Sacramento yard BKWO IT P		7.30PM	8.40AM	88.9	A. B. S.	TO-R SACRAMENTO E. 0.9 — W. 0.9	Double Track	6.9	s 9.00AM	s 9.10PM				
BKWO T P	5.30AM			89.8		TO-R SACRAMENTO (12th St.) E. 2.0 — W. 2.0		5.0						12.15PM
M87 IYP	5.40	7.43	8.50	91.8 136.2		ELVAS E. 2.9 — W. 2.3		3.0	8.47	9.00	1.25AM	9.10AM	5.20PM	12.01PM
128 WIP	5.50AM	7.50PM	f 8.55AM	133.2		R BRIGHTON		0.0	8.40AM	8.55PM	1.05AM	8.50AM	5.00PM	11.50AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(6.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

SACRAMENTO SUBDIVISION

Capacity of sidings in car lengths	Eastward Mile Post Location ↓		Time Table No. 168 September 9, 1945 Placerville Branch STATIONS	Westward Distance from Folsom ↑
Yard Limits Y	111.1	R	FOLSOM JCT. E. 0.7 — W. 0.7	0.7
Yard Limits 22 WP	111.8	TO-R	FOLSOM	0.0
			(0.7)	

SACRAMENTO SUBDIVISION

Capacity of sidings in car lengths	Eastward Mile Post Location ↓		Time Table No. 168 September 9, 1945 Placerville Branch STATIONS	Westward Distance from Fair Oaks ↑
28 P	104.4	R	CITRUS E. 1.9 — W. 1.9	1.9
15 P	106.3	TO-R	FAIR OAKS	0.0
			(1.9)	

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Sacramento-Roseville line			Nagle	111.3	..
			Flonellis	127.6	..
Swanston (Spur)	93.5	..	Swift	127.8	..
Planehaven	97.5	..	Brela	128.1	..
Walerga	99.4	..	Brandon	129.8	..
			Shrub (Spur)	130.3	3
Brighton-Sacramento line			Dugan	131.4	3
			Bullard	131.7	..
Hopfen (Spur)	134.6	20	Bennett	134.0	..
Placerville Branch			Shingle Springs	136.9	..
Ramona	95.5	..	Apex	147.7	..
Brown	97.0	..	**Walnut Grove Branch**		
Manlove	97.5	5	Baths	91.8	..
Alden	98.0	..	Pocket	96.4	..
Boyd	100.3	..	Mosher	100.9	..
Routier	100.7	..	Acacia	102.6	..
Mather	103.4	6	Rosebud	103.3	..
Soudan	103.7	..	Hood (on spur from Hood Jct.)	105.3	..
Salsbury	105.2	..	Mofuba	111.2	..
Nimbus	107.4	..	Locke	112.6	..
Alder Creek	108.3	..			

SACRAMENTO SUBDIVISION

Capacity of sidings in car lengths	Eastward Mile Post Location ↓		Time Table No. 168 September 9, 1945 Walnut Grove Branch STATIONS	Westward Distance from Isleton ↑
Sacramento yd. BKWOITP	88.8	TO-R	SACRAMENTO S. N. Ry. Crossing E. 5.4 — W. 5.4	32.4
52	94.2		DEL RIO E. 3.4 — W. 3.2	27.0
31	97.5		FREEPORT E. 7.2 — W. 7.5	23.7
58	104.6		HOOD JCT. E. 3.1 — W. 3.0	16.6
52	107.9		LAMBERT E. 5.5 — W. 5.5	13.3
Yard Limits 53 BWYP	113.4	TO	WALNUT GROVE E. 8.5 — W. 8.2	7.8
Yard Limits BYP	121.2	TO-R	ISLETON	0.0
			(32.4)	

EASTWARD EAST VALLEY SUBDIVISION WESTWARD

Capacity of sidings in car lengths	THIRD CLASS 498 Freight	THIRD CLASS 496 Manifest	THIRD CLASS 494 Freight	FIRST CLASS 202 Passenger	Distance from San Francisco	Automatic Block System	Time Table No. 168 September 9, 1945 STATIONS		Distance from Tehama	FIRST CLASS 201 Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily
Roseville yd. BKWOTYP	4.15 PM	8.05 AM	12.05 AM	10.38 AM	106.6	TO-R	**ROSEVILLE** E. 5.3 — W. 6.3	D.T.	105.1	s 6.25 PM
100 P	4.30	8.20	12.20	10.48	112.8		**WHITNEY** E. 3.6 — W. 3.8		98.9	6.14
120 WP	4.38	8.28	12.28	s 10.54	117.0	TO	**LINCOLN** E. 5.9 — W. 5.8		94.7	s 6.06
96 P	4.47	8.37	12.37	11.03	122.1		**BROCK** E. 3.0 — W. 2.3		89.6	5.54
26				11.07	124.8		**SHERIDAN** E. 3.4 — W. 4.3		86.9	5.50
124 WP	4.58	8.48	12.48	s 11.12	128.1	TO	**WHEATLAND** E. 3.0 — W. 2.1		83.6	f 5.44
28 YP	5.04	8.54	12.54	11.16	131.2		**ERLE** E. 2.5 — W. 3.0		80.4	5.39
91 P	5.08	8.59	12.59	11.20	134.2		**OSTROM** E. 6.3 — W. 5.4		77.5	5.32
Yd. Lts.					139.8		**DANTONI JCT.** E. 0.9 — W. 2.0		71.9	
112 BKW OIYP	**5.21**	9.12	1.12	s 11.40	140.8	TO-R	**MARYSVILLE** E. 0.9 — W. 2.0		70.9	s **5.21**
IP					141.8		**BINNEY JCT.** W. P. R. R. Crossing E. 3.7 — W. 3.6		69.9	
100 WP	5.30	9.22	1.22	11.47	144.7		**BERG** E. 3.1 — W. 2.5		67.0	5.01
36	5.36	9.28	1.28	11.51	147.7		**LOMO** E. 3.3 — W. 4.0		64.0	4.57
105 IP	5.43	9.35	1.35	s 11.57 AM	151.5	TO	**LIVE OAK** S. N. Ry. Crossing E. 5.9 — W. 5.8		60.2	s 4.52
104 P	5.55	9.47	1.47	s 12.06 PM	158.0	TO	**GRIDLEY** E. 4.5 — W. 3.9		53.7	s 4.42
43 WP	6.01	9.53	1.53	s 12.15	161.4	TO	**BIGGS** E. 6.0 — W. 6.0		50.3	s 4.32
107 P	6.11	10.04	2.04	s 12.25	167.4		**RICHVALE** E. 4.5 — W. 4.8		44.3	s 4.21
91 P	6.18	10.11	2.11	12.31	171.5		**NELSON** E. 5.4 — W. 5.6		40.2	f 4.13
88 P	6.30	10.23	2.23	f 12.40	178.1	TO	**DURHAM** E. 5.7 — W. 6.3		33.6	s 4.02
Yd. Lmts. BK 159 WOYP	6.40	10.34	2.34	s 12.59	184.2	TO-R	S. N. Ry. Crossing **CHICO** E. 10.0 — W. 9.4		27.5	s 3.51
100 P	6.57	10.51	2.51	1.13	193.6		**ANITA** E. 9.0 — W. 9.3		18.1	3.28
133 WP	7.12	11.07	3.07	f 1.28	203.0		**VINA** E. 7.7 — W. 6.9		8.7	f 3.15
41 P	7.24	11.19	3.19	f 1.40	209.7	TO	**LOS MOLINOS** E. 2.3 — W. 1.8		2.0	f 3.05
YP	7.30 PM	11.25 AM	3.25 AM	1.45 PM	211.7		**TEHAMA**		0.0	3.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(105.1)			Leave Daily
	(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.07) 33.77			Time over District Average Speed per Hour			(3.25) 30.76

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St.

No. 201 stop at Sheridan when necessary for U. S. Mail or newspapers.

No. 202 stop daily except Sunday and holidays at Tehama for U. S. Mail.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Clayton	118.4	..
Ewing	121.0	..
Jester	126.0	..
Rupert (Spur)	138.9	..
Sullivan	146.4	..
Sunset	149.8	..
Fagan	155.9	..
Riceton	164.1	..
Faulkner	181.9	..
Gimbal	189.1	..
Nord	191.3	..
Cana	196.0	..
Second St., Tehama	211.1	..

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
202	Sheridan	Sunday & Holidays		

EAST VALLEY SUBDIVISION

EASTWARD — Time Table No. 168 September 9, 1945 — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 526 Local Freight	Distance from San Francisco		Stirling City Branch STATIONS	Distance from Stirling City	THIRD CLASS 527 Local Freight
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
Yard Limits BKWOYP	10.00 AM	184.2	TO-R	**CHICO** E. 2.4 — W. 2.4	31.2	4.40 PM
		186.6		S. N. Ry. Crossing E. 11.5—W. 11.8	28.8	
16 WP	11.05	198.2		**PARADISE** E. 5.0 — W. 5.0	17.2	3.30
8	11.35 AM	203.2		**MAGALIA** E. 6.9 — W. 6.7	12.2	3.05
14 WP	12.15 PM	210.0		**DOON** E. 5.4 — W. 5.4	5.4	2.30
WY	12.45 PM	215.4	R	**STIRLING CITY**	0.0	2.00 PM
	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday
	(2.45) 11.35			Time over District Average Speed per Hour		(2.40) 11.70

EAST VALLEY SUBDIVISION

EASTWARD — Time Table No. 168 September 9, 1945 — WESTWARD

Capacity of sidings in car lengths		Mile Post Location	↓	Oroville Branch STATIONS	↑	Distance from Oroville	
Yard Limits 112BKWOIYP		140.8 122.7	TO-R	**MARYSVILLE** E. 13.3—W. 13.4		25.2	
10 P		135.0		**HONCUT** E. 12.7—W. 12.8		12.9	
Yard Limits WTP		147.9	TO-R	**OROVILLE**		0.0	
				(25.2)			

EAST VALLEY SUBDIVISION

EASTWARD — Time Table No. 168 September 9, 1945 — WESTWARD

Capacity of sidings in car lengths		Mile Post Location	↓	Yuba City Branch STATIONS	↑	Distance from Wilson	
100 WP		144.7 144.4		**BERG** E. 3.3 — W. 3.5		14.4	
Yard Limits WYP		147.6	TO	**YUBA CITY** E. 2.2 — W. 2.4		11.2	
45		150.3		**BOGUE** E. 1.8 — W. 1.8		8.5	
40		152.2		**OSWALD** E. 4.7 — W. 4.4		6.6	
28 W		156.6		**TUDOR** E. 2.0 — W. 2.1		2.2	
		158.8		**WILSON**		0.0	
				(14.4)			

EAST VALLEY SUBDIVISION

EASTWARD — Time Table No. 168 September 9, 1945 — WESTWARD

Capacity of sidings in car lengths	Mile Post Location	↓	Dantoni Branch STATIONS	↑	Distance from Dantoni
Yd. Limits	139.8		**DANTONI JCT.** E. 4.9 — W. 4.3		4.4
47	144.2	R	**DANTONI**		0.0
			(4.4)		

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Stirling City Branch		
Butte Creek	188.0	..
Dredge	189.3	..
Oakdale Farms	196.6	..
Optimo	202.2	..
Luce	207.1	..
Oroville Branch		
Mello	126.5	..
Ramirez	130.7	..
Palermo	142.5	..
Yuba City Branch		
Abbott	155.6	..
Dantoni Branch		
Linda	143.0	..

ADDITIONAL STATIONS (Page 6)

	Mile Post	Capacity
Davis-Gerber line		
Dufour	92.1	..
Ronda	93.7	..
Bretona	98.0	..
Hershey	106.4	..
Genevra	117.6	..
Delphos	126.8	..
Norman	142.1	..
Riz	146.0	..
Lyman	153.2	..
Greenwood	162.0	..
Malton	169.0	..
Fruto Branch		
Losa	152.6	..
Kurand	155.8	..
Millsholm	159.6	..
Athena	163.6	..
Karnak Branch		
Ensley	97.6	..
Knights Landing Branch		
Garic	87.2	..
Laugenour	89.4	..
Coranco	92.4	..
Cunard	96.1	..
Grace	96.5	..
Robbins (Spur)	100.4	19
Seymour	101.7	..
Subaco (Spur)	105.1	41
Pelger	107.2	..
Everglade (Spur)	109.3	11
Hinsdale (Spur)	111.2	23
Tisdale (Spur)	113.3	10
Progress (Spur)	115.2	1
Colusa Branch		
College City	112.3	..
Graino	116.0	..
Sycamore	124.4	..
Denco	137.1	..
Stegeman	143.2	..
Princeton	145.9	.. W
Glenn	155.6	..
Ordbend	162.1	..
Rotavele	165.9	..
Cory	178.6	..

EASTWARD

WEST VALLEY SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS						FIRST CLASS					Distance from San Francisco			Time Table No. 168 September 9, 1945	Distance from Gerber	FIRST CLASS				
	604 Freight	498 Freight	602 Freight	496 Freight	600 Freight	494 Freight	20 Klamath	18 Oregonian	24 Cascade	202 Passenger	16 West Coast						19 Klamath	23 Cascade	15 West Coast	201 Passenger	17 Oregonian
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
E80 Yd.Lmts. W81 KWIYP	11.50PM		2.40PM		6.50AM		11.45PM	10.00PM	6.35PM		10.45AM	75.6	Automatic Block System	TO-R	**DAVIS** E. 4.3 — W. 4.2	112.8	s 7.30AM	s 12.10PM	s 5.35PM		s 7.15PM
100 P	12.01AM		2.50		7.00		11.53PM	10.08	6.43		10.53	80.7			**MERRITT** E. 4.6 — W. 4.1	107.7	7.19	12.01PM	5.24		7.05
Yard Limits 97 BKWIP	12.10		2.59		**7.12**		s 12.05AM	s 10.17	**6.52**		s 11.05	84.9		TO	**WOODLAND** S. N. Ry. Crossing E. 5.1 — W. 5.1	103.5	s **7.12**	11.55AM	s 5.15		s **6.52**
58 P	12.18		3.07		7.25		12.13	10.25	6.58		11.13	89.9		TO	**YOLO** E. 5.9 — W. 5.9	98.5	7.00	11.45	5.04		6.40
105 P	12.27		3.16		7.34		12.20	10.31	7.04		11.20	95.8			**ZAMORA** E. 7.4 — W. 7.5	92.6	6.53	11.38	4.57		6.34
32 WP	12.39		3.28		7.46		12.28	10.39	7.12		**11.30**	103.2			**DUNNIGAN** E. 4.5 — W. 6.1	85.2	6.44	**11.30**	4.48		6.26
196 YP	12.46		3.36		7.54		12.34	10.45	7.18		11.36	108.3			**HARRINGTON** E. 5.7 — W. 4.3	80.1	6.37	11.24	4.42		6.20
41 P	12.55		3.45		8.02		f 12.42	10.51	7.24		s 11.45AM	113.5		TO	**ARBUCKLE** E. 10.7 — W. 10.7	74.9	6.29	11.18	4.35		6.13
51 P	1.12		4.02		8.19		s 12.58	11.06	7.35		s 12.01PM	124.2		TO	**WILLIAMS** E. 5.2 — W. 5.0	64.2	s 6.13	11.05	s 4.20		s 5.58
103 P	1.20		**4.10**		8.27		1.06	11.13	7.40		12.08	129.1			**CORTENA** E. 3.7 — W. 4.0	59.3	6.04	10.59	**4.10**		5.50
WP	1.26		4.16		8.33		f 1.12	11.17	7.44		12.13	133.0		TO	**MAXWELL** E. 5.3 — W. 5.8	55.4	s 5.58	10.55	4.06		5.46
101 P	1.34		4.24		8.41		1.19	11.23	7.50		12.20	138.3			**DELAVAN** E. 6.0 — W. 5.4	50.1	5.48	10.49	4.00		5.40
30	1.43		4.33		8.51		1.26	11.30	7.57		12.28	144.3			**LOGANDALE** E. 5.0 — W. 5.6	44.1	5.39	10.42	3.53		5.33
Yard Limits 113 BKWOYP	2.00		4.50		9.00		s 1.35 1.50	s 11.40	8.05		s 12.40	149.9		TO-R	**WILLOWS** E. 7.5 — W. 6.8	38.5	s 5.30	10.35	s 3.45		s 5.25
41 P	2.12		5.02		9.12		2.00	11.50	8.14		12.50	156.8			**ARTOIS** E. 3.9 — W. 3.9	31.6	5.16	10.25	3.33		5.13
102 P	2.18		**5.08**		9.18		2.04	11.55PM	8.18		12.54	160.7			**GRAPIT** E. 4.6 — W. 4.5	27.7	5.10	10.20	3.28		**5.08**
Yard Limits 40 BWP	2.26		5.16		9.26		s 2.15	12.05AM	8.24		s 1.05	165.4		TO-R	**ORLAND** E. 2.2 — W. 2.1	23.0	5.03	10.15	s 3.20		5.00
Yard Limits 36 YP	2.30		5.20		9.30		2.18	12.08	8.26		1.08	167.0			**WYO** E. 6.1 — W. 6.1	21.4	4.58	10.13	3.15		4.55
23 P	2.40		5.30		9.40		2.25	12.15	8.33		1.16	173.4			**KIRKWOOD** E. 5.1 — W. 5.2	15.0	4.50	10.06	3.08		4.48
43 P	2.48		5.38		9.48		s 2.37	12.23	8.40		s 1.27	178.5		TO	**CORNING** E. 3.1 — W. 3.1	9.9	s 4.42	10.00	s 3.00		4.40
41 P	2.53		5.43		**9.55**		2.42	12.28	8.44		1.32	181.6			**RICHFIELD** E. 5.1 — W. 6.1	6.8	4.32	**9.55**	2.51		4.31
YP	3.01	7.30PM	5.51	11.25AM	10.05	3.25AM	2.50	12.35	8.50	1.45PM	1.40	186.3 211.7			**TEHAMA** E. 1.7 — W. 1.5	2.1	4.25	9.50	2.45	s 3.00PM	4.25
164 Gerber Yd BKWOIYP	3.10AM	7.40PM	6.00PM	11.35AM	10.15AM	3.35AM	s 3.00AM	s 12.45AM	s 9.00PM	s 1.55PM	s 1.50PM	213.8		TO-R	**GERBER**	0.0	4.20AM	9.45AM	2.40PM	2.55PM	4.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.20) 33.84	(0.10) 12.60	(3.20) 33.84	(0.10) 12.60	(3.25) 33.01	(0.10) 12.60	(3.15) 34.71	(2.45) 41.02	(2.25) 46.67	(0.10) 12.60	(3.05) 36.58				Time over District Average Speed per Hour		(3.10) 35.62	(2.25) 46.67	(2.55) 38.67	(0.05) 25.20	(2.55) 38.67

RULE 5. Schedule time and train orders at Gerber apply at station sign.

No. 17 stop at Corning and Orland on flag to entrain mail clerk.

No. 19 reduce speed to 10 MPH at Orland to permit picking up U. S. mail.

No. 19 stop daily, except Sunday and Holidays, at Richfield, Kirkwood, Artois and Delavan.

See page 5 for list of additional stations.

[ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Williams, Orland, Corning	Discharge		Davis
18	Williams, Orland	Receive	Klamath Falls	
18	Maxwell	Discharge (Oct. 15 to Dec. 23)		
17	Maxwell	Receive (Oct. 15 to Dec. 23)		
17	Arbuckle	Receive	Berkeley	
17	Corning, Orland	Receive	Martinez	
19	Orland, Arbuckle	Receive	West of Davis where scheduled to stop.	

WEST VALLEY SUBDIVISION

EAST-WARD			Time Table No. 168 September 9, 1945	WEST-WARD
Capacity of sidings in car lengths	Mile Post Location	↓	Fruto Branch STATIONS	Distance from Fruto ↑
Yard Limits 113 BKWOYP	149.9	TO-R	**WILLOWS** E. 17.0 — W. 17.0	17.0
14 TP	166.9	R	**FRUTO**	0.0
			(17.0)	

WEST VALLEY SUBDIVISION

EAST-WARD			Time Table No. 168 September 9, 1945	WEST-WARD
Capacity of sidings in car lengths	Mile Post Location	↓	Karnak Branch STATIONS	Distance from Karnak ↑
P	96.9		**MARCHANT** E. 2.5 — W. 2.5	2.5
7 P	99.4		**KARNAK**	0.0
			(2.5)	

WEST VALLEY SUBDIVISION

EAST-WARD			Time Table No. 168 September 9, 1945	WEST-WARD
Capacity of sidings in car lengths	Mile Post Location	↓	Knights Landing Branch STATIONS	Distance from Josephine ↑
Yard Limits 97 BKWIP	84.9	TO-R	**WOODLAND** E. 2.7 — W. 2.9	32.5
18	87.7		**SUGARFIELD** E. 6.5 — W. 6.2	29.7
WP	94.0	TO	**KNIGHTS LANDING** E. 2.8 — W. 3.1	23.5
P	96.9		**MARCHANT** E. 20.4 — W. 20.4	20.4
13	117.3		**JOSEPHINE**	0.0
			(32.5)	

WEST VALLEY SUBDIVISION

EAST-WARD			Time Table No. 168 September 9, 1945	WEST-WARD
Capacity of sidings in car lengths	Mile Post Location	↓	Colusa Branch STATIONS	Distance from Wyo ↑
196 YP	108.3	R	**HARRINGTON** E. 4.8 — W. 5.2	72.1
60 W	120.8	TO	**GRIMES** E. 8.4 — W. 8.7	59.6
33	133.0	TO	**COLUSA** E. 4.2 — W. 4.3	47.4
28	150.4		**CODORA** E. 4.3 — W. 4.3	30.0
35 W	170.0	TO	**HAMILTON** E. 9.7 — W. 10.1	10.4
Yd. Limits 36 YP	180.4		**WYO**	0.0
			(72.1)	

RULE 2. Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento	H. T. Harger, 1026 K St.
Roseville	D. B. Farnsworth
Colfax	H. O. Grenier
Sparks	W. R. Adams & Son
Placerville	Leo C. Burger
Woodland	O. D. Payne
Willows	Robt. E. Boyd
Orland	L. Schnell
Oroville	M. C. Tieck
Marysville	T. M. Young
Chico	J. R. Dupen

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Fourth Thursday in November.
Christmas Day, December 25th.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Sacramento, Roseville and Gerber, except that at Roseville proceed signal for movement from Tehama line yellow flag by day and yellow light by night must be used.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Slow boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 89.41 Sacramento bears figures 25-15,

Eastward at MP 106.91 Roseville bears figures 40 (round yellow board only),

Westward at MP 106.73 Roseville bears figures 20-15,

Westward at MP 90.81 Sacramento bears figures 10.

Slow boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15,

Westward at MP 89.39 Sacramento bears figures 35-30.

Slow boards on No. 1 Track and on No. 2 Track between MP 111 and MP 133 are to the right of track for current of traffic movement.

Oval slow boards three-fourths mile east of east switch Truckee on No. 1 Track; and at west switch Colfax on No. 2 Track have figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 indicates speed allowed for passenger trains on tangent track.

30 indicates speed allowed for passenger trains on curves.

20 indicates speed allowed for all other trains, except that light engines may make allowable speed as shown in speed table.

Mile Post location of slow boards which indicate the speed that must not be exceeded while engine is passing distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication:

Eastward			DAVIS-GERBER			Westward
78.61	155.04	176.96	....	82.21	162.24	180.17
83.06	159.10	180.13	....	91.47	167.09	183.36
88.33	163.61	184.85	....	158.42	168.85	
			ROSEVILLE-TEHAMA			
110.89	155.27	175.82	....	114.42	143.11	162.97
114.38	159.83	200.47	....	118.73	146.88	173.73
143.08	165.89	208.12	....	123.81	153.69	179.39
146.01			....	135.72	159.74	204.53
			....			211.11
			SACRAMENTO-SPARKS			
90.48	199.70	244.00	....			
101.90			....			

Mile Post location of slow boards which indicate the speed that trains must not exceed while approaching home signal three-fourths mile beyond the slow board until indication of the signal can plainly be seen:

SACRAMENTO-SPARKS		Westward
....	181.2	188.9

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of three-fourths mile.

RULE 14 (d). As specified below,———— ———— ———— ————o, will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.
Woodland on Knights Landing Branch.
Harrington on Colusa Branch.
Berg on Yuba City Branch.

RULE 14 (l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Donner.

RULE 15. Second paragraph is changed to read as follows:

"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

RULE 26 is amended to require display of blue signal on engineer's side of cab, instead of at one or both ends of engines. When metal occupational discs are used in conjunction therewith, blue signal must not be removed until all metal discs have been detached by workman of the same class making application. Person removing last disc may also remove blue signal.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 82 (A). Crews ordered for No. 527 at Stirling City, and No. 606 at Reno, may assume those schedules without clearance.

Crews arriving Roseville on Nos. 101, 102 and 201 may assume corresponding schedule leaving Roseville without clearance.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.
Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.
Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification.
Antelope—All trains, except those originating in west yard, and except those terminating in east yard.
Brighton—Regular trains from Placerville Branch.
Truckee—Trains originating or terminating.
Colfax, Marysville, Chico
Harrington, Orland, Willows } Trains originating or terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward trains, via Brighton.
Roseville—Nos. 102, 22, 202 and 201 register by ticket at train-order office located in yard office building.
Antelope—First-class trains.
Davis—All trains to or from West Valley Subdivision.
Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

MP West			MP East
85.51	Sacramento		95.35
	"	(Walnut Grove Br.)	93.09
	"	(Placerville Br.)	94.93
131.60	"	(Polk line)	136.33
102.04	Roseville	(Eastward and No. 2 Track)	110.83
102.04	"	(No. 1 and Westward Track)	110.86
	"	(Tehama line)	107.71
119.34	Newcastle	(No. 2 Track)	120.82
118.74	"	(No. 1 Track)	120.15
140.03	Colfax		142.94
169.94	Emigrant Gap		172.12
207.28	Truckee		209.09
241.63	Sparks		247.60
74.20	Davis	(Dixon line)	77.34
	"	(Tehama line)	76.94
83.66	Woodland		85.82
	"	(Knights Ldg. Br)	86.31
147.96	Willows		150.84
	"	(Fruto Br.)	151.82
164.48	Orland		167.72
177.62	"	(Colusa Br.)	......
211.92	Gerber		216.08
138.75	Marysville		143.94
	"	(Oroville Br.)	124.44
	"	(Dantoni Br.)	144.20
182.61	Chico		185.36
	"	(Stirling City Br.)	187.06
146.40	Oroville		147.95
146.78	Yuba City		148.24
110.05	Folsom		112.05
110.57	"	(Placerville Br.)	111.38
148.19	Placerville		149.66
110.64	Walnut Grove		113.90
121.05	Isleton		122.32

Yard limit boards located to left of track:

Approaching Truckee in both directions;
Eastward approaching Gerber.

Sacramento. Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Second St.

Eastward trains and yard engines on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Sixth St., and again at Seventh St.

Westward trains on main track must not pass Seventh St. shanty (just west of Signal 891) unless proceed signal received from yardman.

Eastward trains on main track must not pass fouling point of crossover between main tracks, 400 feet east of Sacramento River Drawbridge unless proceed signal received from yardman at Second St., and must not pass first switch of crossover between main tracks west of Sixth St. shanty (1500 feet east of Sacramento River Drawbridge) unless proceed signal received from yardman at Sixth St.

The two center tracks, for entering and leaving station tracks are equipped with automatic block signals between Sixth St. and Seventh St. Signal 889 will display green aspect when route lined for direct movement to Sixth St., and yellow aspect when route lined for crossover movement to Sixth St. Signal 886 governs movements from station tracks 2, 3, 4 and 5 but does not indicate position of switch 20 feet east of the signal.

Roseville. Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward freight trains on No. 1 Track must not pass Yosemite St. unless flashing yellow light is displayed in high special signal opposite yard office, and must not pass Signal 1067 unless proceed signal received from yardman.

Westward trains except first-class, from Tehama line must not pass Signal 1065 unless proceed signal received from yardman.

Westward trains finding Signal 1065 or Signal 1067 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment, when engines are to be changed, must stop before passing Signal 1067, and proceed only when proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Signal 1055 governs movement against current of traffic on eastward main track, and when such moves are authorized by yardmaster, trains stopped by this signal may proceed with caution not exceeding 4 MPH.

Sparks. Semaphore Signal 2452 on signal bridge governs main-track movements on eastward main track. Lower arm of Signal 2452 on signal bridge governs diverging-route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Gerber. Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman.

Eastward trains except first-class must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Applies between Sacramento and Sparks and Brighton and Elvas.

RULE 98. Railroad crossings at grade and drawbridges not interlocked:

Sacramento. WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts.—Ascertain that each crossing is clear before using.

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

Electric line at Front and M Sts.—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

SNRy at 31st and R Sts.—Stop before crossing.

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

Chico. SNRy at 9th St.—Move over crossing with caution.

Yuba City. SNRy at Bridge St., and at B St.—Stop within 200 feet of crossings.

MP 186.6 on Stirling City Br. SNRy crossing—Stop within 200 feet of crossing.

Drawbridge 94.14, Knights Landing Br. Over Sacramento River—Stop within 200 feet of drawbridge.

RULE 99. Third, fourth and sixth paragraphs of Rule 99 are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

Westward trains except first-class having received proceed signal from yardman to pass Signal 1065 or Signal 1067 to move on westward main track and rear of train having passed either of these signals need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by the train or engine crew.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Colfax and Truckee, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highways at:

Isleton, on wharf spur.
Clayton, on both spurs.
Marysville, Fourth St. crossing on Old Cannery track.
Wilson, at Wilson road crossing.
Woodland, Main St. crossing on house track.

RULE 104. The normal position of rigid switches at junctions:

Woodland	Siding for Knights Landing Br.
Harrington	Colusa Br., for siding.
Willows	Fruto Br., for siding.
Wyo	Colusa Br., for Tehama line
Dantoni Jct.	Dantoni Br., for Tehama line.
Berg	Yuba City Br., for siding.
Marysville	Oroville Br., for siding.
Chico	Stirling City Br., for yard track No. 1.
Marchant	Karnak line, for Knights Landing Br.
Citrus	Fair Oaks Br., for Placerville Br.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner Nos. 101 and 102.

RULE 105. Following tracks are designated for use as sidings:

Wyo—Second track of the two tracks paralleling main track, is siding.

Abbreviations used for sidings: "E" for Eastward, "W" for Westward, "M" for Middle.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento 12th St.

Roseville—Train-order office located in passenger station is open only between 11:00 PM and 8:00 AM daily, and is train-order office for first-class trains only.

Antelope—Is train-order office for third class and extra trains only.

Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

If signal is first seen at "proceed" indication, clearance must be obtained.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:

Eastward Track Sacramento to Roseville.
Eastward track Brighton to Elvas.
Westward Track Elvas to Sacramento.
Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.
No. 1 Track Verdi to Hinton when letter "M" is displayed in indicator on Signal 2331; and Hinton to Truckee when letter "M" is displayed in indicator on Signal 2201.
No. 1 Track Knapp to Midas or first clear siding when Signal 1659 does not indicate "proceed on diverging route" when switch to Knapp siding is opened.
No. 2 Track Knapp to Emigrant Gap when letter "M" is displayed in indicator on Signal 1642 west of Knapp, or in indicator on dwarf signal 1656 at east end middle siding Knapp, or when Signal 1646 does not indicate "proceed on diverging route" when switch to siding is opened.
No. 2 Track Norden to Truckee.

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sacramento. Eastward main track from a point 350 feet east of Sacramento River Drawbridge to Signal 890 at Seventh St., is not protected by block signals. All trains must proceed with caution between these points.

Knapp. Siding must not be entered if diverging route signal does not indicate "proceed on diverging route" after switch to siding has been opened.

Gerber. Yellow aspect in diverging route unit on Signal 2134 governs movement through crossover 1300 feet beyond signal.

RULE D-508. Signals govern movements in both directions on No. 1 Track and No. 2 Track between crossover at Emigrant Gap and Andover.

Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

Rule 509 (F) as applied to single track, or 509 (J) will apply when these signals display stop indication for trains moving against the current of traffic.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward	ROSEVILLE-SPARKS	Westward
P-1438	Slide detector fence MP 144.5	
P-1780 P-1788	Slide detector fence MP 178.5	P-1805 P-1789
P-2000 P-2002	Fire detector, snow sheds west end of tunnels 13 and 42 MP 200	P-2005 P-2003
P-2010 P-2012	Fire detector, snow shed at Andover crossovers MP 201.1	P-2015 P-2013
P-2146 P-2164	Slide detector fence MP 216.5	P-2181 P-2165
P-2220	Slide detector fence MP 222.5	P-2239
	ROSEVILLE-TEHAMA	
P-1068 P-1070	Spring switch, end double track MP 106.88	P-1069
P-1344	High water detector, bridge 135.80	P-1371
P-1406	Spring switch west end siding Marysville	
P-1420	Fire detector, trestle 142.70	P-1437
P-1906	High water detector, bridge 191.83	P-1927
	DAVIS-GERBER	
P-1178	High water detector, bridge 118.88	P-1201
P-1354	High water detector, bridge 137.44	P-1381
P-1756	High water detector, bridge 176.21	P-1781

RULE 516. Overlap posts:

Eastward Trains: Live Oak—100 feet west of station.

Westward Trains: Wyo—1000 feet west of east switch of siding.

SPECIAL SIGNALS

Sacramento. Movements over crossings at Front St. just east of Sacramento River Drawbridge governed by signals and derails operated by switchtender at Front St. (except derail on westward main track, which is operated by signal operator on bridge), and do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines. Locations are as follows:

Westward main track—350 feet east of crossing.
Eastward main track—For movement against current of traffic, 350 feet from crossing.
Station tracks—350 feet from crossing. Green aspect for movement to westward main track; yellow aspect for movement through crossover to eastward main track.
Front St. track—100 feet from crossing of main tracks.
Pioneer Mill track—also governs movement to store lead.
No. 4 track—also governs movement to No. 5 track.
No. 6 track—also governs movement to No. 7 track.

If signals do not indicate "proceed" authority must be obtained from switchtender at Front St., before movement is made.

Floriston. Light type special signal opposite station building applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar white aspect indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	Maximum Speed	
			Psgr.	Frt.
Marysville	West end siding	Main track	25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	Maximum Speed	
			Psgr.	Frt.
Roseville	East end east drill track	No. 2 Track	15	15
Roseville	End double track, Tehama line	Westward track	15	15
Gerber	East end siding	Main track	15	15

To avoid stopping on spring switch east end east drill track Roseville, trains on east drill must stop at fouling point if Signal 1074 east of switch displays stop indication. Movement against current of traffic must not be made over this switch until careful inspection of switch and switch points has been made.

Spring switch east end siding Gerber equipped with electric switch lamp. If green light is not displayed, trains must stop and examine switch and it must be known that it is safe for passage of train before passing over it; and when trailing movement is to be made from siding, switch must be hand-thrown before and after the movement is made.

RULE 605. INTERLOCKING

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of city limit sign, 1030 feet east of Signal 878, unless Signal 884SA indicates "proceed".

Nineteenth Street, Sacramento—At crossing of R Street track with WPRR.

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur, o——— ———.
To Bekins spur, ——— o ———.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk; and on Placerville Branch to interlocking home signal 600 feet east of junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from signal operator.

American Can Company spur switch and derail. Derail is electrically locked.
Crossover, middle siding, Elvas, to westward track, Elvas-Polk line.
Crossover, middle siding, Elvas, to eastward track, Polk-Elvas line.
West switch and derail, middle siding, Elvas.
Hopfen spur switch and derail.
Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To Roseville, ——— o o o o.
To Sacramento, ——— ——— ——— o.
To Polk, ——— ——— o o o.
To Elvas Siding, o o o ——— ———.
To Third Track, o o ——— ———.
To American Can Spur, ——— o ———.
To Meister's Spur, o ——— ———.

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

Trainmen or enginemen will not unlock or throw the west switch of crossover when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

Norden. Interlocking limits extend on No. 1 Track from westward signal 100 feet east of east switch Eder crossovers to eastward signal 100 feet west of west switch Eder crossovers; and from westward signal 200 feet west of west switch Donner siding to signal bridge 775 feet west of Norden train-order office, and interlocking limits on No. 2 Track extend from signal bridge 775 feet west of Norden train-order office to westward signal 300 feet east of Eder crossovers. Both crossovers at Eder are under control of signal operator at Norden. Both switches of east crossovers are power operated, and both switches of west crossover are hand-throw switches, but equipped with electric locks which must be released by operator before they can be hand-thrown.

On No. 1 Track, westward movement governed by two-unit signal 100 feet east of Eder crossovers, upper unit for No. 1 Track and lower unit for diverging route through crossover. Eastward movement on No. 1 Track governed by single unit signal 100 feet west of Eder crossover.

On No. 2 Track eastward movement governed by two-unit signal 50 feet west of Eder crossovers, upper unit for No. 2 Track and lower unit for diverging route through east crossover. Westward movement on No. 2 Track governed by single unit signal 300 feet east of Eder crossovers.

When desired to use west crossover at Eder consult operator at Norden by phone to release electric lock. Train must not pass interlocking signal until both switches have been lined. Electric locks cannot be released with train standing between interlocking signals.

Telephones are located on shed post near eastward signal on No. 1 Track, and in shanty at east end of snowshed on No. 2 Track.

When instructed by signal operator to hand throw power operated switches, carefully follow instructions posted near telephones.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop", westward trains will stop to clear west switch of Donner siding.

Two indication light signals on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal at stop without obtaining permission from operator, to couple to train or engine; movement to be made with caution.

Within Norden interlocking trains may occupy main track without rear end protection. Signal operator must not authorize a train to pass interlocking signal in stop position until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

When westward trains are moved against current of traffic Eder to Norden, no eastward train or light engine may be permitted to occupy No. 2 Track between signal bridge 775 feet west of train-order office and east switch Norden except for movement from No. 2 Track to siding.

Snodgrass Slough Drawbridge. At MP 111.42 on Walnut Grove Branch.

Georgiana Slough Drawbridge. At MP 119.53 on Walnut Grove Branch.

Binney Jct Tower. WPRR crossing of wye track and Tehama line main track.

Whistle signals:
Main track to or from Tehama ——— o o o o.
Siding to or from Tehama o ——— ——— ———.
Siding to or from Oroville ——— ——— ——— o.
Siding to or from west leg of wye o o o ——— ———.
Main track to or from west leg of wye ——— ——— o o o.
Main track to or from east leg of wye o———.

Woodland. SNRy crossing.

Whistle signals:
Siding through crossover to or from Tehama line ——— o o o o.
House track to or from Tehama line ——— ——— o.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Towerman not on duty Sunday and holidays, nor between 5:00 p.m. and 8:00 a.m. on other days. Signals on SNRy will be placed at "stop" position and signals on SP will be in "clear" position for eastward and westward movements.

REMOTE CONTROL INTERLOCKING

Tehama-Gerber—Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf signal No. 2121SA 295 feet east of west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of signal No. 2119SA governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock on the east switch must first be operated in accordance with instructions posted on the inside of the door of the electric lock located at the switch, after which manually line the east switch and then line the west switch.

Trains using this crossover from the main track to the siding must first manually line the west crossover switch, then operate the electric lock in accordance with instructions posted inside the door of the electric lock located at the east crossover switch after which manually line the switch.

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

AUTOMATIC INTERLOCKING

Live Oak—Crossing SNRy one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating time release are posted on door of box.

RULE 705. TAKE-SIDING INDICATORS

Indicators on signals shown below apply as indicated:

Colfax. On Signal 1408, "S" requires that train take siding; "M" authorizes train to proceed to train-order office.

Gold Run. On Signal 1514, "S" requires that train take siding; "M" authorizes train to proceed on main track to train-order office.

Knapp. On Signal 1642, "S" requires that train take siding; "M" authorizes train to proceed to Emigrant Gap.

On Signal 1656 at east end of siding, "M" authorizes train to enter main track and proceed to Emigrant Gap.

Emigrant Gap. On Signal 1706, "S" requires that train take siding; "M" authorizes train to proceed to train-order office.

Verdi. On Signal 2331, "M" authorizes train to apply Rule D-251 to Hinton.

Hinton. On Signal 2201, "M" authorizes train to apply Rule D-251 to Truckee.

Truckee. On Signal 2091, "S" requires that train take siding; "M" authorizes train to proceed to train-order office.

Midas. On Signal 1611, "S" operates in conjunction with Wait indicator on Signal 1601, and train is to enter siding expecting to pass the train on main track.

Gold Run. On Signal 1539, "S" requires that train take siding; "M" authorizes train to proceed on main track to train-order office.

Auburn. On Signal 1251, "S" operates in conjunction with Wait indicator on Signal 1237, and train is to enter siding expecting to pass the train on main track.

Gerber. On Signal 2134, and on 7 ft. mast at fouling point at east end of siding, may display letter "M" only. When illuminated for a freight train authorizes train to proceed to crossover just west of Signal 2136 to enter yard, and for a passenger train authorizes train to proceed to train-order office. If "M" is not illuminated train must stop and call operator for instructions. Indicator on Signal 2134 does not apply to trains entering yard through west switch No. 1 yard track.

WAIT INDICATORS.

Midas. Indicator on mast of Signal 1601.

Auburn. Indicator on mast of Signal 1237.

When letter "W" is illuminated in either of these indicators, train will wait 15 minutes for following train or light engine to pass.

GENERAL REGULATIONS

RULE 824. On grades at any point, where engine or engines are to be detached for any reason, air brakes must be released and a sufficient number of hand brakes must be set to hold train.

RULE 825. Track between station and Stirling City branch main track at Chico must be kept clear of cars.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

RULE 834. Does not apply to trains consisting entirely of logs.

RULE 836. Cars must not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 837. Fifth paragraph is revised to read as follows:

Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved. If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

RULE 869. Freight brakemen must be on top of train on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

On freight trains between Lawton and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Freight trains, and light engines not equipped with tire coolers (except Mallets), on descending grade will stop 10 minutes between switches (see exceptions below) at the following stations for heat radiation, and trainmen must make careful inspection of all cars, and enginemen inspect engines:

Eastward at Norden; Stanford (stop must be made west of Culvert 202.31); and Truckee (five minute stop only).

Westward at Summit; Troy; Yuba Pass (stop may be made at Crystal Lake instead of Yuba Pass during stormy weather and when snow on ground); Emigrant Gap (during stormy weather and when snow on ground), if inspection was made at Crystal Lake, five minutes only, in addition to Knapp; Knapp (five minute stop only); Midas; Gold Run; Colfax; Bowman (but may inspect at Auburn in the event Bowman occupied, or if necessary to let a train by at Auburn); Latrobe; Doon; Paradise (five minute stop only); and at MP 192.6 on Stirling City Br.

Light engines equipped with tire coolers, on descending grade must stop at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs and dirt collectors on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may run Gerber to Biggs or Roseville to Biggs, if in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Norden to Truckee. One valve for every 120 Ms in train.

Summit to Yuba Pass. One valve for every 140 Ms in train.

Yuba Pass to Loomis. One valve for every 100 Ms in train.

On Placerville Branch:

MP 148 to MP 146.	One valve for every 120 Ms in train.
MP 145 to MP 138.	One valve for every 120 Ms in train.
MP 136 to MP 130.	One valve for every 140 Ms in train.
MP 129 to MP 122.	One valve for every 140 Ms in train.
MP 117 to MP 112.	One valve for every 150 Ms in train.

Stirling City to MP 186. One valve for every 80 Ms in train.

Exception: If tonnage exceeds the amount of Ms specified for each retainer, trains may be handled Yuba Pass to Loomis with up to 110 Ms, and Norden to Truckee with up to 125 Ms per operative retainer if necessary.

Retainers must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

Retainers must be used on passenger trains on descending grades as follows:

Norden to Truckee. All retainers on solid express trains, and all accessible retainers on other trains.

Summit to Bridge 143.61 (Long Ravine). All retainers.

N. E. Mills to Loomis. All retainers.

Stirling City to MP 188. All retainers.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Gerber until train is made up and engine and caboose on train.

Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Norden on eastward trains; and at Truckee, Summit and Norden on westward trains; also at Placerville and Stirling City on westward trains.

When passenger equipment is handled on freight trains and a rear end test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:

Norden to Truckee	125 Ms
Summit to Yuba Pass	140 Ms
Yuba Pass to Loomis	110 Ms
Placerville to Folsom Jct.	100 Ms
Stirling City to Chico	80 Ms

PASSENGER TRAINS

RULE 37. Trainmen must not couple steam and air hose on outgoing trains at Gerber until train is made up.

Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 25 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power cars should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

RULE 39. Running test must be made on westward trains just before entering Tunnel 6 west of Donner.

Eastward passenger trains will not be required to make running test approaching interlocking at Elvas unless brake pipe has been separated.

MISCELLANEOUS

1. Take water only in emergency at following points: Blue Canon, Woodland, Maxwell, Robbins, Tudor.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop clear of fouling point of siding.

Light engines in either direction must not take water at Norden, Emigrant Gap, Blue Canon, Knapp, or Colfax except in emergency, and then only sufficient to make next water tank.

Colfax helpers may return to Colfax for water, but if time permits should take full tank at Towle.

In valley territory engines may take oil and water without cutting off from train at any point except westward freight trains at Marysville.

After taking water at water columns at Marysville, Chico, Gerber, Willows, Colfax or Truckee, spout must be left cleared, and spout of eastward column pointing east, and spount of westward column pointing west.

2. Eastward passenger trains stopping at Reno, do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one Mt, F, AC or GS class engine may be placed on head end of a freight train. One engine other than the above may be placed ahead of Mt, F, AC or GS class engines in helper service, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed when practicable in rear of train four cars ahead of caboose and any cars of wooden frame construction, except that consolidation class helpers may be placed one car ahead of caboose and cars of wooden frame construction.

On trains with three AC class engines from Roseville, first helper will be placed four cars ahead of caboose, and the second separated from the first by eight cars.

Single engine freight trains requiring helper from Colfax must cut helper in at least one car ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Westward freight trains cutting off helpers at Summit will observe car marker boards and make stop accordingly. If cars other than caboose are to be coupled, helper will shove rear of train to a coupling, then stretch train to insure coupling properly made, after which rear end test must be made. Trainmen will then turn up retainers, after which they will notify enginemen they are ready to move to eating house.

Two engines must not be coupled on Stirling City Branch. Helper engine must be cut back in train.

4a. For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to point where time applies.

10. Storage tanks of Standard Oil Company near tracks at MP 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Sacramento. Stationmaster will inform conductor or member of crew when passenger train is ready to depart, and trainmen must be so distributed as to give proceed signal by hand or lamp. The use of communicating signal to start trains is not permitted.

ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine		RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Auburn, Nevada St.	Spurs.
“	Clipper Gap	Team track east of road crossing.
“	Colfax	Material spur in west yard.
“	Rocklin	Team and house tracks.
“	Loomis	House track, Tracks 1, 2 and 3, and Pacific spur.
“	Penryn	Fruit spurs west of station.
“	Newcastle	Tracks 3, 4 and 7 beyond end of curve, or switch to lumber spur.
“	Auburn	Standard Oil spur and High line.
“	New England Mills	Spur, west of tool house.
“	Magra	Spur.
“	Alta	Spur.
“	Towle	Spur.
“	Yuba Pass	Spurs.
“	Crystal Lake	Spur on south side No. 2 Track.
“	Merritt	Warehouse track; Ellison spur.
“	Woodland	Swanston spur.
“	Dunnigan	Standard Oil spur.
“	Arbuckle	Warehouse track.
“	Maxwell	House track; loading track; warehouse track.
“	Riz	Warehouse spur.
“	Willows	Union Oil spur; Union Ice spur. engine spur; set-out track.
“	Orland	Standard Oil spur; Union Oil spur.
“	Corning	Heinz spur.
“	Chico	Priol warehouse spur; Reynolds warehouse spur; No. 3 and No. 4 tracks.
“	Durham	Warehouse track.
“	Biggs	Brick warehouse spur east end yard.
“	Marysville	Strain warehouse—9th and B Sts.—(Engines must not enter warehouse)
Engines heavier than C class	Cisco	Campbell spur.
“	Troy	Lumber spur.
“	Summit	Lumber spur.
“	Truckee	Hotel spur; Standard Oil spur; Associated Oil spur; Hobart circle; Hobart team; Pat Henry spur.
“	Boca	House track and corral.
“	Floriston	Mill track and house track.
“	Verdi	House track.
“	Mogul	Spur.
“	Calvada	Spur.
AC-4-5-6-7-8-10-11-12	Colfax	Corral track west of corral; bunk spur; house track and house lead east of freight house; team track beyond east end of freight house platform; scale track.
“	Tehama	House track.
F, AC	Clayton	Stockton Fire Brick spur across highway.
Engines heavier than 210,000 pounds on drivers	Marysville	Old Cannery spur.
“	Ostrom	Corral track (use reach from siding).
“	Lincoln	Grain Growers elevator track.
Engines heavier than 200,000 pounds on drivers	Lincoln	Gladding McBean tracks.
“	Auburn	House track.
AC	Sacramento	Umbrella sheds at passenger station.
All engines	Sugarfield	Must not operate on track 5 beyond 50 feet west of west end of beet dump pit.
“	Wyo	Stoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths. Any class engine may use either leg of wye at Wyo and on Colusa Branch between Wyo and east switch Cory.
“	Tehama	Spur east of Slough bridge at 5th St. —Engines must not go beyond 250 feet from fouling point.
“	Chico	Diamond Match Co. track at wye.
“	Marysville	Rio Grande Oil spur off E St.—(use reach).
Engines heavier than C class	Marysville	Within yard limits on Oroville line beyond Valley Meat corral track.
Engines heavier than Mt class	Erle	On Government tracks between interchange tracks and Camp Beale.

When a sign reading “Occupied Outfit Cars” is attached to switch lock, such switch must not be opened until foreman of the outfit has been notified and gives permission for movement into the track.

11. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Passenger equipment handled in freight trains must be placed between cars equipped with Carmer cutting lever.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

24. Minimum Clearances for Rotary Plows

Tunnel 3 at MP 180.7, shed posts 8 to 10 inches clearance.
Tunnel 5 east of Cisco, 8 inches clearance.
Stone walls east and west of MP 195, 6 inches clearance.
East end Tunnel 11 west of Donner, 8 inches clearance.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Rotary snow plows 7210 and 7222 equipped with wings will not clear rock cut on No. 2 Track 700 feet east of MP 155, nor rock cut on No. 1 Track at MP 158.4, nor snow sheds and tunnels when wings are extended.

Trains handling snow plows in territory where standard clearance is not provided must reduce speed to 6 MPH through tunnels and at rock walls.

It will be necessary for rotary snow plows 7210 and 7222 to stop for “Leave siding signal” at west end Midas siding, and lay this signal down before passing it.

All rotaries will not properly clear ground throw switches with switch lamps and it will be necessary to remove switch lamps before passing and then replace them.

OPERATION OF TURNTABLES

26. Yellow light signals on leads from turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear table and fireman, after properly lining and locking table, will signal engineer to move onto table by green light located on engineer's side of lead. Operation of green light controlled by push button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Enginemen must see that knuckles on both ends of engine are closed before turning engine.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turntable and do not apply brake unless control handle is in the “off” position.

To Move Turntable: Turn controller handle around to the third or fourth point allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to “off” position.

Allow turntable to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turntable must be left lined and locked for east lead to eastward track.

Normal position turntables will be as follows:

Emigrant Gap...East approach, with motor on east end.
Norden.........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden and Emigrant Gap.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
	(SACRAMENTO-SPARKS—EASTWARD)	
88.54	Sacramento	Sacramento River Bridge............Side
92.15	Elvas	American River Bridge..............Side
111.21	East of Rocklin	Antelope Creek Bridge..............Side
114.2	East of Rocklin	Tunnel No. 15..........Side and Overhead
114.7	East of Rocklin	Tunnel No. 16..........Side and Overhead
117.3	East of Lincoln Ave., Penryn	Tunnel No. 17..........Side and Overhead
120.5	East of Newcastle	Tunnel No. 18..........Side and Overhead
122.7	East of Newcastle	Tunnel No. 19..........Side and Overhead
123.1	East of Newcastle	Tunnel No. 20..........Side and Overhead
124.6	East of Nevada St., Auburn	Tunnel No. 21..........Side and Overhead
131.2	East of Bowman	Tunnel No. 22..........Side and Overhead
132.7	East of Clipper Gap	Tunnel No. 23..........Side and Overhead
132.9	East of Clipper Gap	Tunnel No. 24..........Side and Overhead
133.1	East of Clipper Gap	Tunnel No. 25..........Side and Overhead
133.3	East of Clipper Gap	Tunnel No. 26..........Side and Overhead
133.8	East of Clipper Gap	Tunnel No. 27..........Side and Overhead
134.8	East of Applegate	Tunnel No. 28..........Side and Overhead
135.9	East of Applegate	Tunnel No. 29..........Side and Overhead
138.7	East of New England Mills	Tunnel No. 30..........Side and Overhead
139.2	East of New England Mills	Tunnel No. 31..........Side and Overhead
139.4	East of New England Mills	Tunnel No. 32..........Side and Overhead
141.7	Colfax, West of station	Signal 1414..........................Side
152.2	Gold Run, East of station	Water Column.........................Side
152.2	Gold Run, East of station	Oil Column...........................Side
164.3	Knapp	Tunnel No. 1..........Side and Overhead
164.3	Knapp	Lower Water Column...................Side
166.6	Blue Canon, West of station	Signal 1656..........................Side
166.6	Blue Canon, East of station	Water Column.........................Side
171.43 to 201.27	Emigrant Gap to Andover	Snowsheds and signals in Snowsheds ....Side and Overhead
171.8	Emigrant Gap	Signal 1718..........................Side
184.6	Troy, West end Summer Siding	Signal 1846..........................Side
197.0	Eder, East of Snowshed	Signal 1978..........................Side
	(SPARKS-SACRAMENTO—WESTWARD)	
201.27 to 171.43	Andover to Emigrant Gap	Snowsheds and signals in Snowsheds ....Side and Overhead
200.22	Andover	Tunnel No. 13..........Side and Overhead
197.0	Eder, East of Snowshed	Signal 4L............................Side
195.7	West of Donner	Tunnel No. 12..........Side and Overhead
195.4	West of Donner	Tunnel No. 11..........Side and Overhead
195.1	West of Donner	Tunnel No. 10..........Side and Overhead
194.9	West of Donner	Tunnel No. 9...........Side and Overhead
194.3	West of Donner	Tunnel No. 8...........Side and Overhead
194.1	West of Donner	Tunnel No. 7...........Side and Overhead
193.7	West of Donner	Tunnel No. 6...........Side and Overhead
185.0	Troy	Signal 1846..........................Side
181.0	West of Troy	Tunnel No. 4...........Side and Overhead
180.7	West of Troy	Tunnel No. 3...........Side and Overhead
166.0	Blue Canon, East of Station	Water Column.........................Side
164.3	West of Knapp	Tunnel No. 1...........Side and Overhead
152.2	Gold Run, East of Station	Oil Column...........................Side
141.7	Colfax, East of Station	Signal 1425..........................Side
141.7	Colfax, West of Station	Water Column.........................Side
141.7	Colfax, West of Station	Signal 1415..........................Side
122.66	West of Auburn	Rock Cut.............................Side
122.52	West of Auburn	Rock Cut.............................Side
122.2	West of Auburn	Bloomer Cut..........................Side
122.0	West of Auburn	Rock Cut.............................Side
92.15	Elvas	American River Bridge................Side
88.54	Sacramento	Sacramento River Bridge..............Side
	(SACRAMENTO-PLACERVILLE)	
122.3	East of White Rock	Rock cut.............................Side
126.4	Latrobe	Rock cut.............................Side
126.5	East of Latrobe	Rock cut.............................Side
128.6	East of Latrobe	Rock cut.............................Side
	(SACRAMENTO-ISLETON)	
92.41	East of Baths	Bridge...............................Side
111.42	Snodgrass Slough	Bridge...............................Side
	(WYO-HARRINGTON)	
120.8	Grimes	Water Spout..........................Side
145.9	Princeton	Water Spout..........................Side
	(BERG-WILSON)	
147.6	Yuba City	SNRy trolley wire, Bridge St......Overhead
147.6	Yuba City	SNRy trolley wire, "B" St.......Overhead
156.6	Tudor	Water Tank...........................Side

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

*List of CCB (cross counter-balanced) engines:
All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;
F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5004, 5006, 5008, 5009, 5010, 5011, 5012, 5013, 5014, 5015.
SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5037, 5038;
SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048.

SPEED RESTRICTIONS, UNLESS OTHERWISE FURTHER RESTRICTED.

Class of Engine	Station-Territory-Structure	MPH
All	Freight trains on descending grades, while passing passenger trains standing at stations	15
All	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	Flangers, between Lawton and Loomis	30
All	Rotaries between Lawton and Loomis, except	25
	when pushed by engine	20
All	Fire Trains, with water cars full	25
All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
All	Passing waiting room Norden just east of telegraph office	10

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train	Running Forward Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7 inc.	40	40	40
DES-100 to 107 inc.	40	40	40

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

Nos. 101 and 102 are restricted to 75 MPH when consist includes triple-unit diners 10256, 10257 and 10258.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly, except may operate at speed authorized for AC 4, 5, 6, 7, 8, 10 and 11 class engines running light between Roseville and Sparks.

Maximum speed permitted for solid trains of Government express, Norden to Loomis and Norden to Truckee, is 25 MPH.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH on tangent track and 20 MPH on curves.

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

STATION	MPH Psgr.	MPH Frt.
Yuba City	35	25

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks	35
except SPMW 4044	25
On tangent branch tracks	25
On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks	25
On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches except:	15
On "R" St. Sacramento, between Front St. and Brighton	10
On Swanston Feed Yard spur Woodland	10
On Mather Field spur	10
On back tracks or engine leads to Roundhouse—Sacramento	8
On American Can Company tracks Elvas	8
On tracks serving McClellan Field (Planehaven)	10
On spur to Government lumber yard and Camp Kohler—Walerga	10
On track to Camp Beale—Erle	15
On gravel pit tracks—Cory	10
Through any siding, crossover, turnout, or slip-switch with engine backing except	10
F-class engines backing through any switch	6

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

SPEED RESTRICTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY		WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
			PASSENGER														
			P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP(if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	MP 106.65 to Colfax Passenger Station, MP 141.7 except	No. 2 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	20	20
	MP 106.65 to MP 107.66	No. 2 Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	MP 141.7 to MP 209.85 East of Truckee, except	No. 2 Track	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	On curves	No. 2 Track	30	30	30	30	30	30	30	30	20	30	30	30	30	15	15
	MP 209.85 to Sparks (Dispr. Off.), except	No. 2 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
	MP 238.88 to MP 240.93	No. 2 Track	40	40	40	40	40	40	40	35	30	35	35	35	30	20	20
	MP 242.1 to 244.0 (Reno)	No. 2 Track	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
	MP 244.16 to MP 244.97, except	No. 2 Track	40	40	40	40	40	40	40	35	20	40	40	35	30	15	15
	Through Sparks Yard	No. 2 Track	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
3	Sparks (Dispr. Off.) to MP 209.1 Truckee, except	No. 1 Track	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
	Through Sparks Yard	No. 1 Track	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	MP 244.0 to MP 242.1 (Reno)	No. 1 Track	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
	MP 240.93 to MP 238.88	No. 1 Track	40	40	40	40	40	40	40	35	30	35	35	35	30	20	20
	MP 209.1 to MP 113.26 Loomis, except	No. 1 Track	35	35	35	35	35	35	35	35	20	30	30	30	30	15	15
	On curves	No. 1 Track	30	30	30	30	30	30	30	30	20	30	30	25	30	15	15
	MP 113.26 to MP 106.65 Roseville Passenger Station, except	No. 1 Track	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	MP 111.27 to MP 111.03	No. 1 Track	35	35	35	35	35	35	35	35	35	35	35	35	30	15	15
	MP 108.02 to MP 106.65	No. 1 Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
4	Sacramento MP 88.8 to Roseville Passenger Station, except	Eastward Track	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 88.8 to MP 90.16	Eastward Track	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	MP 90.16 to MP 93.33	Eastward Track	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	MP 102.65 to MP 103.25	Eastward Track	45	45	45	45	45	45	40	35	25	45	40	35	30	20	20
	MP 103.25 to MP 105.1	Eastward Track	30	30	30	30	30	30	30	30	15	30	30	30	30	15	15
	MP 105.1 to MP 106.65 Roseville Passenger Station, except	Eastward Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	Across Lincoln Street	Eastward Track	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
4	MP 106.65 to MP 88.8 Sacramento Passenger Station, except	Westward Track	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Across Lincoln Street	Westward Track	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	MP 106.65 to MP 104.89	Westward Track	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
	MP 104.89 to MP 102.75	Westward Track	30	30	30	30	30	30	30	30	15	30	30	30	30	15	15
	MP 92.07 to MP 90.16	Westward Track	25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	MP 90.16 to MP 88.8	Westward Track	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	MP 131.7 Polk and Elvas Wye, except		40	40	40	40	40	40	40	35	35	40	40	35	30	30	25
	Westward trains only MP 135.99 - MP 135.24		25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
	Over both legs Elvas Wye		25	25	25	25	25	25	25	25	15	25	25	25	25	15	15
5	MP 106.65 Roseville and MP 175.00, except		60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 106.65 - MP 106.79		15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	*Bear River Bridge No. 126.88		60*	60	60	55*	50*	45	40*	35	40*	45*	40*	35*	30*	30*	25
	MP 139.8 Marysville - MP 142.04		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	MP 143.39 - MP 153.00		50	50	50	50	50	45	40	35	35	40	40	35	30	30	25
	Over Sacramento Northern Railway crossing MP 152.3		30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	MP 175 - MP 213.8 Gerber, except		50	50	50	50	50	45	40	35	35	40	40	35	30	30	25
	MP 182.15 - MP 185.08		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	*Deer Creek Bridge No. 203.67		50*	50	50	50*	50*	45	40*	35	35*	40*	40*	35*	30*	30*	25
	*Sacramento River Bridge No. 210.82		50*	50	50	50*	50*	45	40*	35	35*	40*	40*	35*	30*	30*	25
	MP 211.87 junction switch Tehama - MP 213.8		35	35	35	35	35	35	35	35	35	35	35	35	30	30	25
6	Davis and Gerber, except		70	70	60	55	50	45	40	35	40	45	40	35	30	30	25
	Davis Passenger Station - MP 76.69		40	40	40	40	40	40	40	35	30	40	40	35	30	20	20
	MP 81.8 - MP 82.2		40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	Over Main and Court Streets, Woodland, MP 85.0 - MP 85.1		12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	*Cache Creek Bridge No. 89.26		70*	70	60	55*	50*	45	40*	35	40*	45*	40*	35*	30*	30*	25
	Through Willows MP 149.5 - MP 150.0		40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	MP 150.0 - MP 154.0		60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Over Walker Street, Orland, MP 165.5		35	35	35	35	35	35	35	35	25	35	35	35	30	30	25
	Over Stoney Creek Bridge No. 166.79		50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
	Through Corning MP 178.0 - MP 178.9		40	40	40	40	40	40	40	35	40	40	40	35	30	30	25
	Over Thomes Creek Bridge No. 182.01		50	50	50	50	50	45	40	35	40	45	40	35	30	30	25
	MP 185.9 - MP 213.8 Gerber		35	35	35	35	35	35	35	35	35	35	35	35	30	30	25

*AC-GS-F class engines are restricted to 25 MPH over structure.

STREAMLINER (EASTWARD)

TERRITORY		STREAMLINER DIESEL POWER UNIT
Sacramento Passenger Station MP 88.8 to Roseville Passenger Station MP 106.65, except	Eastward Track	95
MP 88.8 to MP 90.16	Eastward Track	10
MP 90.16 to MP 93.33	Eastward Track	25
MP 93.33 to MP 93.75	Eastward Track	65
MP 102.65 to MP 103.25	Eastward Track	60
MP 103.25 to MP 105.1	Eastward Track	40
MP 105.1 to MP 106.65, except	Eastward Track	20
Across Lincoln Street	Eastward Track	12
MP 106.65 to Colfax Passenger Station, MP 141.7, except	No. 2 Track	70
MP 106.65 to MP 107.66	No. 2 Track	20
MP 107.66 to MP 108.85	No. 2 Track	40
MP 113.07 to MP 141.64	No. 2 Track	50
MP 141.7 to MP 209.85 East of Truckee, except	No. 2 Track	35
On curves	No. 2 Track	32
MP 209.85 to Sparks (Dispr. Off.), except	No. 2 Track	44
MP 238.88 to MP 240.93	No. 2 Track	40
MP 242.1 to MP 244.0	No. 2 Track	20
MP 244.16 to MP 244.97, except	No. 2 Track	40
Through Sparks Yard	No. 2 Track	15

STREAMLINER (WESTWARD)

TERRITORY		STREAMLINER DIESEL POWER UNIT
Sparks (Dispr. Off.) to MP 209.1 Truckee, except	No. 1 Track	44
Through Sparks Yard	No. 1 Track	15
MP 244.0 to MP 242.1	No. 1 Track	20
MP 240.93 to MP 238.88	No. 1 Track	40
MP 209.1 to MP 113.26 Loomis, exeept	No. 1 Track	35
On curves	No. 1 Track	32
MP 113.26 to MP 106.65 Roseville Passenger Station, except	No. 1 Track	70
MP 111.27 to MP 111.03	No. 1 Track	40
MP 108.02 to MP 107.22	No. 1 Track	40
MP 107.22 to MP 106.65	No. 1 Track	20
MP 106.65 to MP 88.8 Sacramento Passenger Station, except	Westward Track	95
Across Lincoln Street	Westward Track	12
MP 106.65 to MP 104.89	Westward Track	20
MP 104.89 to MP 102.75	Westward Track	40
MP 93.0 to MP 92.07	Westward Track	65
MP 92.07 to MP 90.16	Westward Track	25
MP 90.16 to MP 88.8	Westward Track	10

BRANCH LINES

Page No.	TERRITORY	ENGINE RUNNING FORWARD WITH TRAIN OR LIGHT		ENGINE BACKING WITH TRAIN OR LIGHT
		Passenger	Freight	
4	Brighton-Folsom Jct.	30	30	20
4	Folsom Jct.-Folsom	20	20	15
4	Folsom Jct.-MP 122	20	20	15
4	MP 122-Placerville, except	15	15	15
4	MP 139.0 - MP 139.3	12	12	12
4	Citrus-Fair Oaks	20	20	15
4	Sacramento-Walnut Grove	20	20	15
4	Walnut Grove-Isleton	15	15	15
5	Dantoni Jct.-Dantoni	20	20	15
5	Marysville-Oroville	20	20	15
5	Berg-Yuba City	15	15	15
5	Yuba City-Wilson, except	25	25	20
5	MP 148.6 - MP 148.8	25	18	18
5	Chico-MP 188.75	30	25	20
5	MP 188.75-Stirling City	20	12	12
6	Woodland-Grace	25	25	20
6	Grace-Josephine	20	20	15
6	Marchant-Karnak	20	20	15
6	Harrington-Wyo (via Colusa)	25	25	20
6	Willows-MP 155.8	15	15	15
6	MP 155.8-Fruto	12	12	12

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED All-Steel	NOT AIR-CONDITIONED Steel Under-frame	AIR-CONDITIONED All-Steel Cooling Season	AIR-CONDITIONED All-Steel Heating Season
Box-Baggage—40 ft. 6 in.	48,165			
Baggage—60 ft.	95,188	79,990		
“ —61 ft.		90,478		
“ —66 ft.	129,018	107,727		
“ —70 ft.	125,676			
Baggage & Mail—60 ft.	111,204			
“ “ “ —66 ft.	135,460	119,220		
“ “ “ —69 ft.	128,017			
“ “ “ —70 ft.	131,100			
Baggage & Passenger—60 ft.	102,015			
“ “ “ —61 ft.		115,200		
Baggage—Horse—70 ft.	133,275			
“ “ —80 ft.	150,265			
Postal—40 ft.	83,467			
“ —60 ft.	118,466			
Postal Storage—60 ft.	108,335			
“ “ —61 ft.	121,210			
Express Refr.—P.F.E. Nos. 500 to 799		83,200		
Club (ACI)			165,233	159,233
Official	158,046	158,182		
“ (ACW)			191,108 121,160	191,108 121,160*
“ (ACE)			172,200 142,800	172,200 142,800*
Chair—60 ft.	105,206			
“ —60 ft. (ACI)			140,150	134,150
“ —72 ft. (ACI)			163,323	157,323
“ —72 ft. (ACW)			159,639	159,639
“ —73 ft. (ACI)			155,133	149,133
“ —74 ft. (ACI)			179,383	173,383
“ —74 ft. (ACW)			170,087	170,087
“ —74 ft. (ACS)			196,908	180,908
Coach—60 ft.	100,304			
“ —60 ft. (ACI)			134,334	128,334
“ —70 ft. (ACI)			156,925	150,925
“ —70 ft. (ACW)			152,450	152,450
“ —72 ft. (ACI)			161,464	155,464
“ —72 ft. (ACW)			158,708	158,708
“ —74 ft. (ACI)			174,840	168,540
“ —72 ft. (Suburban)	120,243			
All-Day Lunch—60 ft.	102,171			
“ “ “ —60 ft. (ACI)			125,250	119,250
Cafe-Lounge—70 ft. (ACI)			171,300 181,400	165,300 175,400*
Light Weight Equipment				
Chair-Baggage (ACS)			127,000	111,000
Chair (ACW)			120,000	120,000
“ (ACS)			127,000	111,000
“ —Articulated (ACS)			208,000	176,000
“ — “ (ACW)			198,000	198,000
Diner (ACS)			129,000	113,000
“ —Triplex (ACS)			349,000	301,000
“ — “ (ACW)			299,000	299,000
“ — “ (Lark) (ACW)			305,000	305,000
Tavern (ACS)			162,000	114,000
Parlor (ACS)			130,000	114,000
Parlor-Observation (ACS)			123,000	107,000
“ “ (ACW)			115,000	115,000
Diner—73 ft.	158,113			
“ —77 ft. (ACM)			199,714	183,714
“ —77 ft. (ACW)			169,369	169,369
“ —77 ft. (ACI)			183,217	177,217
“ —79 ft. (ACW)			176,480	176,480
“ —80 ft. (ACM)			210,340	194,340
Lounge—75 ft. (ACW)			159,476	159,476
“ —75 ft. (ACI)			170,786	164,786
“ —80 ft. (ACW)			185,333	185,333
“ —80 ft. (ACI)			190,870	184,870
Observation-Lounge—77 ft. (ACW)			187,053	187,053
Observation-Smoking—73 ft.		156,080		
“ “ —75 ft.	156,000			
“ “ —75 ft. (ACI)			166,100	160,100
Pullman—Sleeper (ACM)			193,985	177,985
“ — “ (ACI)			182,350	176,350
“ —Tourist (ACM)			191,076	175,076
“ — “	159,329			
Pullman—(lightweight) (ACW)			133,600	133,600
“ —(“) (ACM)			140,530	124,530
Pullman—Troop Sleeper	75,250			
“ — “ Kitchen	78,920			
USA—Kitchen	80,800			
“ —Ward (ACI)			179,300	173,300
“ — “ (ACM)			173,400	157,400
“ —Dressing (ACI)			171,700	165,700
“ —Hospital—(Cars 89200-89201) (ACI)			168,100	162,100
“ — “ (Cars 89340 to 89352) (ACI)			156,600	150,600

*Steel Underframe.

CODE:—
NAC—Non-Air-Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS—Air-Conditioned—Steam Ejector System.
ACE—Air-Conditioned—Evaporative System.

FIRE ALARM BOX LOCATIONS KNAPP TO ANDOVER

Box No.	LOCATION	MP
7	Emigrant Gap. East end of snow shed	171.6
8	East of Signal 1725	172.5
9	At Signal 1735, east of Smart	173.7
12	One mile east of Smart	174.2
13	Crystal Lake, near east switch	178.0
14	Crystal Lake, near section house	178.4
15	Crystal Lake, west end of shed No. 9	178.6
16	Crystal Lake, slide detector fence	178.7
17	West end Butte Canyon Bridge	178.9
18	East end of shed No. 10	179.1
19	Opposite section house at Cisco	180.3
21	At Signal 1841, east of Cisco	184.0
22	West of west switch No. 1 track, Troy	185.5
23	Troy, middle siding	185.8
24	Troy, middle siding	186.1
25	Troy, east switch of middle siding	186.3
26	East end lower Cascade Bridge	186.8
27	East end upper Cascade Bridge	187.6
28	West end snow shed, west of Norden	191.8
29	No. 1 track Norden, east of cook house	192.5
31	No. 1 track Norden, Summit crossovers	193.0
32	No. 1 track, west of Tunnel 6	193.6
33	No. 1 track, east of Tunnel 6	194.2
34	No. 1 track, east of Tunnel 8	194.7
35	No. 1 track, east of Tunnel 10	195.2
36	No. 1 track, east of Tunnel 11	195.7
37	No. 1 track, on top of Tunnel 12	195.8
38	No. 1 track, east switch Donner	196.5
39	Snow shed Eder crossovers	197.7
41	West end of shed No. 46	198.0
42	West end of shed No. 47	198.6
43	East end of shed No. 47	199.0
44	West of Tunnel 13	200.0
45	Fire Detector, west portal Tunnel 13	200.0
46	Opposite Andover section house	200.5
47	Snow shed Andover crossovers	201.1
48	Fire Detector, Andover crossovers	201.1
49	Norden turntable house	192.1
51	No. 2 track, east switch, runaround track	192.6
52	No. 2 track Norden, road crossing	193.0
53	No. 2 track Norden, east switch	193.2
54	No. 2 track east portal Tunnel 41	195.5

Code signals following box numbers are as follows:
One—East. Two—West. Three—Broken rail. Four—Track men. Five—slide. Six—Fire.

SPECIAL AUTOMATIC ALARM BOXES

8 Slide, east end Crystal Lake shed No. 2 track.
12 Fire, shed Andover crossover.
14 Fire, shed west end Tunnels No. 13 and No. 42, Andover.

MILEAGE

SACRAMENTO DIVISION

Main Lines

		First Track	Second Track
End Western Division to Sacramento	S. P. R. R.	.862	.862
Sacramento to Lawton	C. P. Ry.	147.754	149.291
At Elvas (West Wye)	C. P. Ry.	.308	.314
Polk to Elvas	C. P. Ry.	4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville (East Wye)	C. P. Ry.	.274	
Roseville (West Wye)	C. P. Ry.		.266
Roseville to Proberta	C. P. Ry.	109.231	
TOTAL MAIN LINES		372.765	153.730

Branches

			First Track	Second Track
Colusa	S. P. R. R.	Harrington to Wyo	71.655	
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni	4.464	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R.	Folsom Jct. to Folsom	.995	
Fruto	S. P. R. R.	Willows to Fruto	17.204	
Knights Landing	S. P. R. R.	Woodland to west of Cunard	9.713	
	S. P. Co.	West of Cunard to Josephine	22.155	
Oroville	C. P. Ry.	Binney Jct. Init. Sw. to beg. S. P. R. R. Tr.	.044	
	S. P. R. R.	Beginning S. P. R. R. Track to Oroville	25.267	
Placerville	C. P. Ry.	Brighton to beginning S. P. R. R. Track	.070	
	S. P. R. R.	Beginning S. P. R. R. Track to Placerville	54.920	
“R” Street	C. P. Ry.	At Brighton (Link Track)	.323	
	S. P. R. R.	Brighton to “Q” St., Sacramento	4.941	
Stirling City	C. P. Ry.	Chico to Stirling City	31.181	
Karnak	S. P. Co.	Marchant to Karnak	2.749	
Walnut Grove	C. P. Ry.	Sacramento to Front & “K” St.	.292	
	S. P. R. R.	“K” Street to “N” Street	.245	
	C. P. Ry.	“N” Street to Isleton	32.937	
Yuba City	S. P. R. R.	Berg to Wilson	14.683	
TOTAL BRANCH LINE			295.951	
TOTAL SACRAMENTO DIVISION				822.446

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco		Chief Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. W. W. Cress	Division Surgeon.
Sacramento	Dr. D. J. Engelberg	District Physician and Surgeon.
Sacramento	Dr. Manuel L. Azevedo	District Physician and Surgeon.
Sacramento	Dr. J. D. Coyle	District Physician and Surgeon.
Sacramento	Dr. E. C. Turner	Oculist.
Sacramento	Dr. H. W. Rayner	Aurist.
Roseville	Dr. L. E. Jones	District Physician and Surgeon.
Roseville	Dr. J. F. McAnally	Asst. District Physician and Surgeon.
Loomis	Dr. F. D. Barnes	District Physician and Surgeon.
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon.
Auburn	Dr. J. A. Russell	District Physician and Surgeon.
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon.
Colfax	Dr. I. R. Kilgore	Asst. District Physician and Surgeon.
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon.
Truckee	Dr. J. H. Bernard	District Physician and Surgeon.
Reno	Dr. Rodney E. Wyman	Division Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Physician and Surgeon.
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon.
Marysville	Dr. John A. Duncan	Asst. District Physician and Surgeon.
Marysville	Dr. J. D. Lewis	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Physician and Surgeon.
Gridley	Dr. W. S. Lavy	District Physician and Surgeon.
Chico	Dr. N. T. Enloe	District Physician and Surgeon.
Chico	Dr. D. H. Moulton	District Physician and Surgeon.
Stirling City	Dr. Fred D. Baty	District Physician and Surgeon.
Los Molinos	Dr. James L. Faulkner	District Physician and Surgeon.
Gerber	Dr. R. G. Frey	District Physician and Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Davis	Dr. Leo A. Cronan	Emergency Surgeon.
Woodland	Dr. O. C. Railsback	District Physician and Surgeon.
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon.
Williams	Dr. Charles F. Keith	District Physician and Surgeon.
Colusa	Dr. John W. Scott	District Physician and Surgeon.
Willows	Dr. Frank M. Lawson	District Physician and Surgeon.
Orland	Dr. S. E. Coffey	District Physician and Surgeon.
Corning	Dr. H. H. Beck	District Physician and Surgeon.
Oroville	Dr. E. A. Kusel	District Physician and Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. Kenneth E. Overholt	District Physician and Surgeon.
Placerville	Dr. W. A. Reckers	District Physician and Surgeon.
Hamilton	Dr. Mary E. Poket	Emergency Surgeon.
Yuba City	Dr. P. B. Hoffman	District Physician and Surgeon.
Yuba City	Dr. J. A. Duncan	Asst. District Physician and Surgeon.
Walnut Grove	Dr. V. W. Pallesen	District Physician and Surgeon.
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon.
Lake Tahoe	Dr. C. B. Pederson	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
“	ROSEVILLE
“	GERBER
“	SPARKS

RATING OF ENGINES—SACRAMENTO DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Brighton and Roseville Sacramento and Gerber via Roseville	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Chico to Stirling City	Stirling City to Chico	Woodland and Josephine Marchant and Karnak Wilson and Berg	Willows and Fruto	Harrington and Wyo via Colusa Sacramento and Isleton Dantoni Jct. and Dantoni	Marysville and Oroville
DES-1,2,3,4,5,6,7	1000 to 1022	3200	650	350	1000	450	1950	....	....	....	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	4800	1050	600	1600	750	3100	....	....	....	....	....	....	....	....	....	....
E-23	1500 and 1502	3350	770	450	1250	600	2600	970	580	2950	1800	270	580	2600	2600	2600	2600
M-4	1617 to 1713	4300	1050	690	1650	800	3400	1250	780	3750	2300	430	830	3400	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980	4150	....	4150	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	540	1020	4400	....	4400	....
M-11	1832 to 1835	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1070	4400	....	4400	....
T-1	2242 to 2271	3850	900	590	1400	680	3100	1100	700	3350	2100	340	670	3100	3100	3100	3100
T-8, 9	2161, 2174 and 2178	2750	630	370	1000	490	2100	790	480	2400	1450	250	500	2100	2100	2100	2100
T-23	2301 to 2310	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	....	....	4400	....	4400	4400
T-26	2283 to 2299	4800	1150	750	1800	870	3900	1400	860	4250	2700	410	820	3900	....	3900	3900
T-28, 31	2311 to 2362	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	....	....	4800	....	4800	....
T-32, 40	2363 to 2384	6150	1450	970	2300	1100	5050	1800	1150	5400	3450	....	....	....	....	5050	....
T-36	2103	4050	1000	630	1550	810	3150	1250	780	3550	2200	400	750	3150	3150	3150	3150
T-37	2105 and 2106	5450	1350	840	2100	1050	4250	1650	1050	4800	2950	510	980	4250	....	4250	4250
T-57, 58	2385 and 2386	4950	1200	760	1900	980	3850	1500	940	4350	2650	....	....	3850	....	3850	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435 2437 to 2452, 2459 and 2460	4850	1100	700	1800	950	3800	1350	810	4300	2550	....	....	....	....	3800	....
P-1	2400, 2403 to 2407 and 2415	4850	1100	700	1800	950	3800	1350	810	4300	2550	....	....	....	....	3800	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	1250	780	2000	1050	4150	1500	900	4750	2800	....	....	....	....	4150	....
P-6	2453, 2454 and 2458	6100	1450	890	2300	1150	4750	1800	1100	5350	3300	....	....	....	....	4750	....
P-7	2476 and 2477	6500	1600	980	2500	1250	5050	1950	1200	5700	3500	....	....	....	....	5050	....
P-8, 10	2461 to 2474, 2478 to 2483	6750	1550	990	2550	1350	5250	1950	1200	5950	3600	....	....	....	....	5250	....
P-8, 10	2475, 2484 to 2491	6750	1550	990	2550	1350	5250	2100	1250	6250	3800	....	....	....	....	5250	....
P-11	3100 to 3109	5300	1250	770	2000	1000	4100	1550	970	4650	2850	....	....	....	....	4100	....
P-12	3120 to 3129	7000	1600	1000	2600	1400	5350	2100	1250	6350	3800	....	....	....	....	5350	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	....	....	....	....	5200	....
C-15, 32	2500, 2505 to 2507	4250	1050	660	1650	850	3300	1300	820	3750	2300	....	....	....	....	3300	....
C-17	2510 and 2511	5200	1300	850	2050	1100	4050	1600	1050	4600	2850	....	....	....	....	4050	....
C-18	3400 to 3409	6050	1550	980	2350	1250	4750	....	....	5350	3300	....	....	....	....	....	....
C-19	3410 to 3426	6300	1600	1000	2450	1300	4950	....	....	5550	3450	....	....	....	....	....	....
TW-1	2900 to 2913	5050	1250	790	1950	1000	3950	....	....	....	....	510	950	3950	....	....	3950
TW-2, 3	2932 to 2952	4050	1000	620	1550	800	3150	....	....	....	....	400	750	3150	....	....	3150
TW-4, 6	2926 to 2931 and 2957	3850	940	570	1450	740	3000	....	....	....	....	350	700	3000	....	....	3000
TW-8	2914 to 2923	5650	1450	970	2200	1250	4450	....	....	....	....	....	....	4450	....	....	....
A-3	3029	3800	880	500	1400	680	2950	....	....	....	....	....	....	2950	....	....	....
A-3	3025, 3036, 3052 and 3057	3800	920	520	1500	710	2950	....	....	....	....	....	....	2950	....	....	....
A-6	3000 to 3003	4750	1100	650	1750	860	3700	....	....	....	....	....	....	3700	....	....	....
Mk-2, 4	3201 to 3240	7650	1900	1250	2950	1600	5950	....	....	....	....	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	8400	2100	1400	3250	1850	6600	....	....	....	....	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	9200	2300	1500	3500	2000	7200	....	....	....	....	....	....	....	....	....	....
Mk-10	3295	7100	1800	1150	2750	1450	5550	....	....	....	....	....	....	....	....	....	....
Mk-11	3297 and 3298	6800	1750	1100	2650	1400	5300	....	....	....	....	....	....	....	....	....	....
F-1	3600 to 3652	9650	2450	1650	3750	2100	7550	....	....	....	....	....	....	....	....	....	....
F-3	3653 to 3667	11000	2750	1850	4300	2400	8600	....	....	....	....	....	....	....	....	....	....
F-4, 5	3668 to 3769	11000	2750	1850	4300	2400	8600	....	....	....	....	....	....	....	....	....	....
AM-2	3900 to 3911	10900	2700	1800	4200	2300	8500	....	....	....	....	....	....	....	....	....	....
MM-3	3930 and 3931	12700	3100	1950	4950	2550	10050	....	....	....	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	13300	3400	2150	5200	2750	10400	....	....	....	....	....	....	....	....	....	....
AC-4, 5	4100 to 4125	17300	4450	2800	6800	3550	13550	....	....	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	18500	4800	2900	7300	3700	14500	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8950	2150	1400	3400	1850	6950	....	....	....	....	....	....	....	....	....	....
Mt-2	4385 to 4390	9750	2400	1450	3750	1900	7600	....	....	....	....	....	....	....	....	....	....
GS-1, 2	4400 to 4415	9550	2250	1450	3600	1950	7450	....	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	9900	2350	1550	3700	2050	7700	....	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	12950	3250	2050	5050	2650	10150	....	....	....	....	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's	6	6	3	6	3	6	3	3	6	6	3	3				
	45 M's to 55 M's	3	3	3	3	3	3	3	3	3	3	3	3				
	More than 55 M's	0	0	0	0	0	0	0	0	0	0	0	0				

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

TERMINAL SUPERINTENDENT

F. PURDY........................Roseville

ASSISTANT TERMINAL SUPERINTENDENT

H. J. NIELSEN......................Roseville
A. MILLER..........................Sacramento

TRAINMASTERS

E. C. WATSON..................Roseville
G. P. McNAMARA.............Sacramento
W. S. HOOSON................Sacramento
T. W. BERNARD..............Sacramento
R. B. GIBSON....................Marysville

ASSISTANT TRAINMASTERS

T. E. BILLINGSLY...............Truckee
W. B. KNOTTS....................Gerber
R. A. WARDLE..................Roseville

ASSISTANT TRAINMASTER—DIVISION EXAMINER

G. F. RUPERT..................Sacramento

ROAD FOREMEN OF ENGINES

W. M. BRENNAN................Roseville
F. A. DENNEY, JR...............Roseville

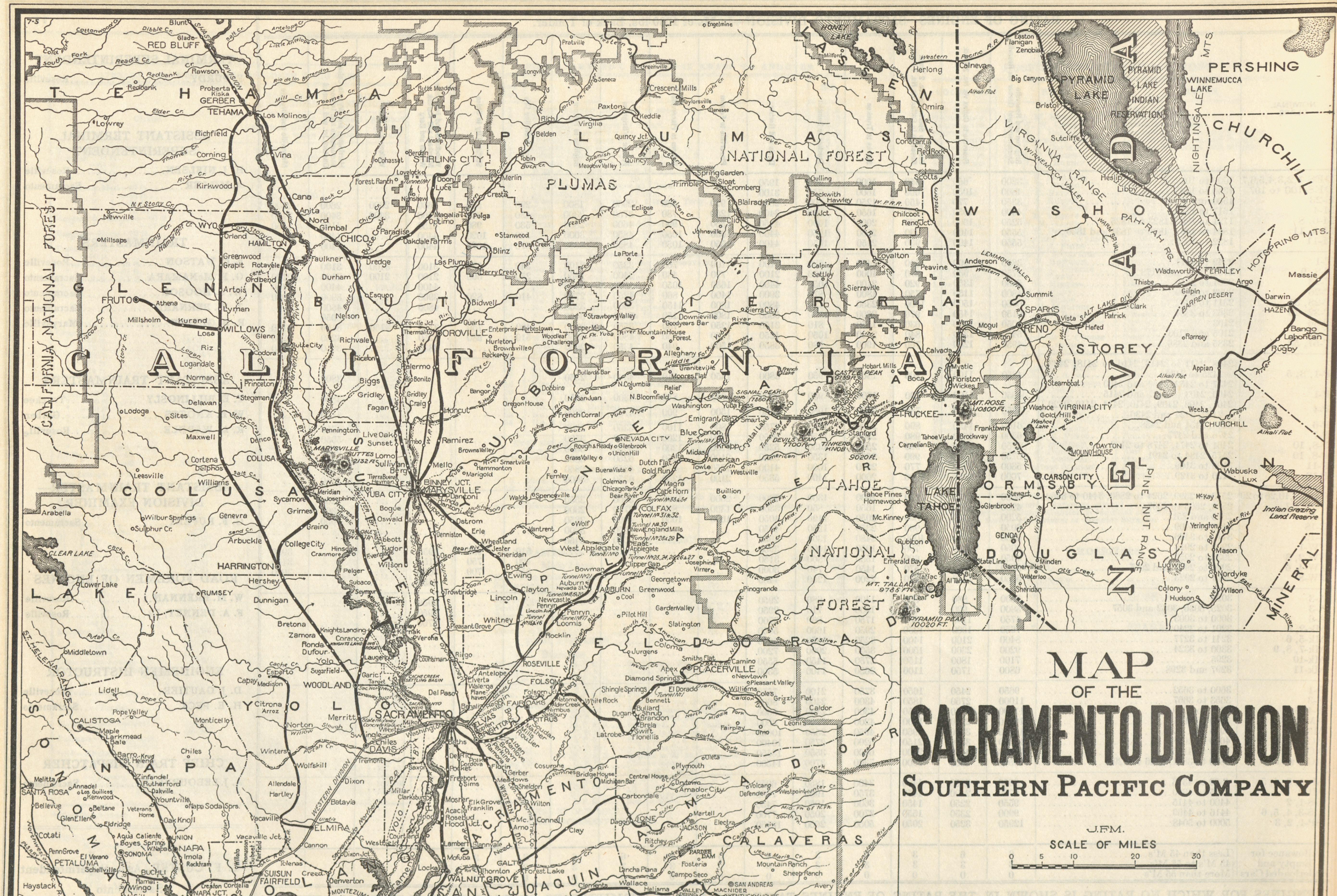
ENGINEMEN INSTRUCTOR

D. J. GAUTIER....................Roseville
H. E. PECK..........................Sacramento

CHIEF TRAIN DISPATCHER

A. J. LEBOURVEAU............Sacramento

T. F. CUSTER, Asst. Superintendent
Sacramento



7-5
TEHAMA
GLENN
BUTTE
PLUMAS
CALIFORNIA
CALIFORNIA NATIONAL FOREST
PLUMAS NATIONAL FOREST
LASSEN
SIERRA
NEVADA
YUBA
SUTTER
COLUSA
LAKE
YOLO
NAPA
SONOMA
SOLANO
PLACER
EL DORADO
AMADOR
CALAVERAS
SACRAMENTO
SAN JOAQUIN
TAHOE NATIONAL FOREST
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
VIRGINIA RANGE
PINE NUT RANGE
NIGHTINGALE MTS.
HOTSPRING MTS.
BARREN DESERT
Indian Grazing Land Reserve
MT. ROSE 10800 FT.
CASTLE PEAK 9139 FT.
SIGNAL PEAK 7860 FT.
DEVILS PEAK 7700 FT.
TINKERS KNOB 9020 FT.
MT. TALLAC 9785 FT.
PYRAMID PEAK 10020 FT.
MARYSVILLE BUTTES 2132 FT.
RED BLUFF
TEHAMA
GERBER
CHICO
OROVILLE
MARYSVILLE
YUBA CITY
WILLOWS
COLUSA
WOODLAND
SACRAMENTO
DAVIS
ROSEVILLE
AUBURN
COLFAX
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
PLACERVILLE
FOLSOM
LODI
GALT
NAPA
SONOMA
PETALUMA
SANTA ROSA
CALISTOGA
SUISUN FAIRFIELD
ELMIRA
NEVADA CITY
GRASS VALLEY
HAZEN
FERNLEY
WADSWORTH
CHURCHILL
WALNUT GROVE
ISLETON
STIRLING CITY
HAMILTON
HARRINGTON
WESTERN DIVISION
SALT LAKE DIV.
SHASTA DIVISION

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

J.F.M.

SCALE OF MILES
0
5
10
20
30